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GENERAL PLAN • 1992

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ONTARIO

GENERAL PLAN • 1992

GENERAL PLAN AMENDMENT

DATE	RESOLUTION	DESCRIPTION
6-1-93	93-60 (See File No. 4633-GPA)	Amend Community Development Policy 1.4 Delete Community Development Policy 2.3 Delete Infrastructure Policies 6.3, 6.4
8-2-94	94-74 (See File No. 4748-GPA)	Change in Land Use Designation from "General Commercial" to "Neighborhood Commercial" for an approximately 2.8 acre site on the north side of Fourth Street approximately 694 feet east of Vineyard Avenue.



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GENERAL PLAN AMENDMENT

DATE	RESOLUTION	DESCRIPTION
6-1-93	93-60	Amend Community Development Policy 1.4 Delete Community Development Policy 2.3 Delete Infrastructure Policies 6.3, 6.4

GENERAL PLAN
CITY OF ONTARIO

**Recommended for Adoption
by Ontario Planning Commission
January 8, 1991 and April 15, 1992; Resolution No. 4142**

**Adopted by Ontario City Council
Resolution No. 92-120, September 15, 1992**

ACKNOWLEDGEMENTS

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RESOLUTION NO. 92-120

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF ONTARIO, CALIFORNIA,
APPROVING AND ADOPTING AN UPDATE OF
THE ONTARIO GENERAL PLAN (4054-GPA)

WHEREAS, the update of the General Plan has been prepared in accordance with State and City requirements; and

WHEREAS, the City Council has considered the Final Environmental Impact Report (EIR 91-1) for the updated General Plan; and

WHEREAS, the City Council certified said EIR; and

WHEREAS, the General Plan Citizens Advisory Committee (GPAC) held fourteen (14) meetings on the General Plan Update Program; and

WHEREAS, two (2) public information workshops were held; and

WHEREAS, the Planning Commission held five (5) public hearings on the draft General Plan; and

WHEREAS, on January 8, 1991 the Planning Commission unanimously recommended City Council approval of the update of the Ontario General Plan; and

WHEREAS, the City Council held three (3) public hearings on the update of the Ontario General Plan; and

WHEREAS, the City Council held five (5) workshops on the update of the General Plan; and

WHEREAS, the City Council proposed changes to the document covering areas not previously considered by the Planning Commission; and

WHEREAS, the proposed changes were referred to the Planning Commission for its recommendation; and

WHEREAS, the Planning Commission considered these changes to the document at a public hearing on April 15, 1992 and made recommendations contained in Planning Commission Resolution No. 4142 which reaffirms its earlier recommendation of approval; and

WHEREAS, the City Council considered the General Plan and recommendations of the Planning Commission on May 19, 1992; and

WHEREAS, the City Council directed staff to prepare a report on the status of the General Plan and the implications of further changes to the plan; and

WHEREAS, the City Council held a public workshop on September 2, 1992 to review and discuss the General Plan; and

WHEREAS, the City Council desires to update and amend the General Plan of the City of Ontario; and

WHEREAS, the City Council finds that the update of the Ontario General Plan is appropriate and beneficial to the citizens and businesses in the City of Ontario;

NOW, THEREFORE, BE IT RESOLVED, that the City Council approves and adopts the update of the Ontario General Plan (4054-GPA).

- - - - -

I hereby certify that the above resolution was duly and regularly adopted by the City Council of the City of Ontario at a regular meeting thereof held on the 15th day of September, 1992.



Larry E. Cateshman
city Clerk of the City of Ontario

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ONTARIO

GENERAL PLAN • 1992

1.0 EXECUTIVE SUMMARY

Ontario is a city in transition. Its days as an agricultural community are past. The period of rapid construction of new housing has largely been completed, but the period of the city's emergence as a commercial/industrial center oriented to Ontario International Airport is just beginning. In the years to come, Ontario will mature into an urban center with a full range of land uses and job opportunities. One of the responsibilities of the General Plan is to guide this maturing process, providing a framework for Ontario to deal with the changes which growth and development will bring.

This Executive Summary includes the goals and policies of all General Plan elements. It serves as an overview for the public of the major facets of the Plan which will serve as the land use constitution for Ontario. It also provides a reference for use by decisionmakers who have reviewed the entire General Plan document.

HAZARDS ELEMENT GOALS AND POLICIES

GOAL 1.0: Identify and reduce the hazards associated with seismic and other geologic constraints.

Policy 1.1: Include emergency procedures for earthquake in the City's Disaster Preparedness Plan.

Policy 1.2: Continue to inventory existing structures and identify those which are seismically unsound.

Policy 1.3: Correct seismic problems or as a last resort remove dangerous buildings.

Policy 1.4: Consider the cultural and historic significance of buildings to be upgraded for seismic safety; avoid demolition or alteration of a building's historic character in retrofitting buildings for seismic purposes.

Policy 1.5: Adopt and maintain high standards for seismic performance of new buildings, through prompt adoption and careful enforcement of the most current seismic standards of the Uniform Building Code.

Policy 1.6: Promote earthquake preparedness within the community by participation in periodic quake awareness programs, such as Earthquake Awareness Month.

Policy 1.7: Review and update seismic safety standards as new information becomes available.

GOAL 2.0: Identify and reduce flood-related hazards and risks.

Policy 2.1: Continue to participate in the National Flood Insurance Program.

Policy 2.2: Coordinate flood control efforts with jurisdictions to the north and south. Encourage drainage improvements there which reduce sheet flow in Ontario.

Policy 2.3: Continue to request modification of Flood Insurance Rate Maps to reflect completed flood control improvements.

Policy 2.4: Participate in local and sub-regional flood control improvement projects.

Policy 2.5: Require local drainage-related improvements as part of new development approvals.

GOAL 3.0: Protect life and property in Ontario from urban fires.

Policy 3.1: Develop fire facilities to ensure levels of service consistent with City policies.

Policy 3.2: Maintain a program of fire related codes, enforcement, incident investigation and public awareness education to reduce the incidence of hostile fire or hazardous materials accidents within our community.

Policy 3.3: Stipulate procedures for fire and related emergencies in the Disaster Preparedness Plan.

Policy 3.4: Continue to coordinate fire prevention, control, and training activities with adjacent communities and with Ontario International Airport.

Policy 3.5: Maintain a City-wide response time of five minutes or less for existing and new development.

Policy 3.6: Continue Fire Department review of proposed new development.

Policy 3.7: Development shall be consistent with City fire flow requirements.

Policy 3.8: To ensure the health, safety and welfare of the community, development must be consistent with the fire and life-safety objectives of the City.

Policy 3.9: Continue to require a minimum of 26 feet of clear drive space and an outside turning radius of 55 feet (38 foot inside turning radius) to facilitate emergency vehicle access.

GOAL 4.0: Reduce damage to life and property from dust, wind and blowsand.

Policy 4.1: Require new development to demonstrate permits from the Agricultural Commissioner's Office and comply with their provisions before issuing permits for new construction within the Soil Erosion Control Area.

Policy 4.2: Support County enforcement efforts by requiring city inspectors to monitor construction sites for adherence to dust control programs.

Policy 4.3: Require that developers clear only "necessary" acreage during construction. Acreage cleared should reflect the prospect of development in the immediate future as well as the contractor's ability to control windblown dust during a high wind episode.

Policy 4.4: Incorporate mandatory dust control measures similar to those required by the County into the City Development Code, including:

- pre-watering and 24 hour sprinkler irrigation on jobsites;
- vegetative cover with temporary irrigation on idle lands after grading is complete;
- watering with reclaimed water is encouraged.

Policy 4.5: When evaluating projects less than 15 acres that do not require a County-mandated dust control plan, determine whether the site poses a particular dust control hazard due to soils, topography or the existence of sensitive

uses nearby. Require a City-approved dust control plan if local conditions warrant.

Policy 4.6: Perimeter landscape buffer areas should be installed for all development within wind zones.

Policy 4.7: Ensure Fire Department review of projects within the high wind hazard area to mitigate potential wind driven fire loss by application of fire protection standards.

GOAL 5.0: Minimize risks to life and property associated with handling, transporting, treating, generating, and storage of hazardous materials.

Policy 5.1: Incorporate the County of San Bernardino Hazardous Waste Management Plan (HWMP) by reference to regulate local users, and adopt a Hazardous Waste Ordinance which sets forth siting criteria for hazardous waste facilities tailored to the needs of the City of Ontario.

Policy 5.2: Vigorously prosecute unlicensed dumping of toxic or hazardous materials into the ground or water in Ontario. Increase the fines levied for illegal dumping. Encourage citizens to report dumping when they observe it.

Policy 5.3: Support the efforts to enforce State "right to know" laws, which outline the public's right to information about local toxics producers.

Policy 5.4: Prohibit construction of new residential development near businesses producing, using or storing hazardous materials.

Policy 5.5: Through the planning and code enforcement process, establish standards for storage and use of industrial chemicals and other potentially hazardous substances.

Policy 5.6: Minimize the amount and toxicity of hazardous waste and materials generated in the City by encouraging recycling, source reduction technologies, and educational assistance to local residents, commercial and industrial handlers.

Policy 5.7: Prohibit disposal of all untreated and recyclable hazardous waste within the landfill.

Policy 5.8 Ensure the safe transportation of hazardous materials and waste by defining a consistent and integrated routing network for the transportation of hazardous materials and waste between manufacturers users, generators and local treatment, storage and repository facilities within the City of Ontario.

Policy 5.9: Establish a comprehensive notification system which requires transporters to notify emergency responders and adjacent municipalities on the shipment of extremely hazardous substances in event of an accidental spill or release.

Policy 5.10: Discourage the transport of hazardous materials and substances through residential areas, routes with dense immobile populations such as hospitals and schools, as well as environmentally sensitive areas.

Policy 5.11: Discourage the transport of hazardous waste and materials along routes with infrastructure linked to water resources and/or facilities.

Policy 5.12: Adequately buffer hazardous waste facilities from residences, immobile populations, public facilities, and environmentally sensitive areas to ensure the protection of the public health, safety and welfare.

Policy 5.13: Establish an effective/expeditious application review process utilizing a uniform set of criteria for the siting of hazardous waste facilities that includes extensive public participation and coordination with State and County agencies to protect public health, safety and the environment.

Policy 5.14: Restrict hazardous waste facilities in areas which contain recreational, cultural, or aesthetic resources, unstable soils, areas which serve as principal water recharge, aquifers, prime agricultural lands or threatened rare/endangered species.

Policy 5.15: Identify new businesses or industries which consume or produce significant quantities of hazardous materials, and develop appropriate standards.

Policy 5.16: Request information from Southern Pacific and Union Pacific about the frequency of transport of hazardous materials through Ontario and what kinds of precautions are taken to ensure safety. Review railroad emergency procedures in the event of a rail accident involving hazardous

materials. Work with railroads to ensure rail safety along lines used to transport hazardous materials.

Policy 5.17: Ensure emergency response plans are developed to address the hazardous materials contingencies.

GOAL 6.0: Minimize risks to life and property from pipelines transporting petroleum products.

Policy 6.1: Ensure that the Fire Department and other disaster response agencies have access to route, depth and shut-off information about each line.

Policy 6.2: Consult with agencies operating these lines as well as the Public Utilities Commission and Office of Pipeline Safety of the Department of Transportation to determine real potential for explosion or rupture in case of accident or earthquake.

Policy 6.3: For new development of habitable structures, establish a minimum building setback of 50 feet from existing pipelines or new, established pipeline routes. The setback shall apply in all circumstances, except at the discretion of the City Council. When the requirement would preclude reasonable development of the property, the City Council may relax the minimum setback requirement to accommodate the affected property. The City will encourage consolidation of properties subject to this requirement and will encourage new development projects to locate parking, storage, etc. within the setback area. Whenever development is proposed within 150 feet of petroleum pipelines, site plans must clearly show pipeline location and all measures proposed to mitigate all potential safety hazards.

No reduction of the minimum setback requirement will be granted unless the applicant therefore agrees to defend, indemnify and hold harmless the City and its officers and employees from and against any and all claims for injury or death of any person or damage or destruction of any property of anyone or any entity arising from growing out of, or pertaining to any incident of any nature involving the pipeline from which the minimum setback was reduced. By accepting such indemnification, the City and its officers and employees do not waive any statutory immunity which they may have for exercising their discretion in granting a reduction from the minimum setback requirement.

Policy 6.4: Ensure that the Disaster Preparedness Emergency Plan includes procedures to deal with a pipeline accident.

GOAL 7.0: Ensure the continuity of vital services and functions in an emergency.

Policy 7.1: Maintain and regularly review and update the City's Disaster Preparedness Emergency Plan.

Policy 7.2: Participate in regional emergency preparedness planning.

Policy 7.3: Sponsor and support public education programs for emergency preparedness and disaster response. Distribute information about the emergency plan to community groups, schools, churches and business associations. Hold emergency drills in various parts of Ontario to test the effectiveness of emergency preparedness plans.

Policy 7.4: Include procedures for response to aircraft, rail, pipeline and hazardous material accidents in the Emergency Plan.

Policy 7.5: Maintain community shelter plan and implementation capability as specified in the Disaster Preparedness Emergency Plan.

GOAL 8.0: Provide for the reduction of noise where the noise environment is unacceptable.

Policy 8.1: Ensure the employment of noise mitigation measures in the design of arterial road improvement projects, consistent with funding capability.

Policy 8.2: Require the use of walls and berms or other noise mitigation measures in the design of residential or other noise sensitive land uses that are adjacent to major roads or railroads and include mitigation measures in the design of roadway improvement projects within the City.

Policy 8.3: Reduce transportation noise through proper design and coordination of transportation routing. Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.

Policy 8.4: Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and Ontario Police Department.

Policy 8.5: Ensure that the Development Code, Circulation Component of the Infrastructure Element and Community Development Element of the General Plan fully integrate the policies adopted as part of this Noise Section. Coordinate all land use planning and design efforts in the environs of Ontario International Airport to be consistent with the noise levels for the airport. All noise sensitive land use inside the 65 CNEL contour should be designed to mitigate airport noise.

Policy 8.6: Monitor the progress and actively participate in the implementation of Ontario International Airport's Part 150 recommendations. This FAA sponsored program is designed to develop and implement noise control programs at the airport.

Policy 8.7: For helicopter facilities, enforce the utilization of flight paths of helicopters over the major arterials or other high noise zones and the avoidance of non-emergency low level flights over residential areas. Any proposed new facility, either public or private, must comply with accepted site selection criteria with respect to the noise environment--specifically, compliance with the Federal Aviation Guidelines for New Heliports (Ref: AC 150/5020-2). Maximum recommended cumulative sound levels (CNEL) due to the proposed operations of helicopters should not exceed the ambient noise level already present in the community at the site of the proposed heliport. The avoidance of low-flying helicopters over residential areas shall not include helicopters from the Air Support Unit of the Ontario Police Department.

GOAL 9.0: Provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use planning. Protect and maintain those areas having acceptable noise environments.

Policy 9.1: Establish standards that specify acceptable limits of noise for various land uses throughout the City, including schools, hospitals, convalescent homes, and other noise sensitive areas. These criteria are designed to fully integrate noise considerations into land use planning to prevent new

noise/land use conflicts. Figure HA-9 showed criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the bases for the development of specific Noise Standards. These standards, presented in Table HA-2, define the City policies related to land uses and acceptable noise levels. These tables are the primary tools which allow the City to ensure noise integrated planning for compatibility between land uses and outdoor noise.

Policy 9.2: Incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. Figures HA-7, HA-8 and the aircraft noise contours in the Airport Environs Element can be used to identify locations of potential conflict. New developments will be permitted only if appropriate mitigation measures (including site planning and architectural design) are included such that the standards contained in this Element are met in accordance with Table HA-2.

Policy 9.3: Establish standards for all types of noise not already governed by local ordinances or preempted by state or federal law.

Policy 9.4: Encourage acoustical design in new construction. Enforce the State of California Uniform Building Code provisions that specifies that the indoor noise levels for residential living spaces not exceed 45 dB CNEL due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB CNEL. The 60 dB CNEL contour can be used to determine when this standard needs to be addressed. The Uniform Building Code (specifically, the California Administrative Code, Title 24, Part 6, Division T25, Chapter 1, Subchapter 1, Article 4, Sections T25-28) requires that "Interior community noise levels (CNEL) with windows closed, attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room." The code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The City also applies this standard to single family dwellings.

AIRPORT ENVIRONS ELEMENT GOALS AND POLICIES

GOAL 1.0: Utilize all feasible air operations and airport facilities modifications to minimize and where possible reduce the numbers of residents impacted by noise from Ontario International Airport.

Policy 1.1: Work with Los Angeles Department of Airports and air carriers to promote use of Stage III aircraft at Ontario International.

Policy 1.2: Support construction of an 1,800 foot runway extension for Runway 26 with a 1,000 foot displaced threshold.

Policy 1.3: Support implementation of operations changes, including an early left turn on Runway 26 departures and a redefined right turn for Runway 08 departures which decrease overflight and noise impact on residential areas.

Policy 1.4: Support maintenance of preferential use of Runway 08 for night departures and Runway 26 for night arrivals between 10 pm and 7 am.

GOAL 2.0: Protect residents and workers from the adverse effects of aircraft noise.

Policy 2.1: Adopt and implement, where appropriate, airport land use compatibility guidelines for noise shown in Figure AE-6.

GOAL 3.0: Protect residents and workers within air safety zones from excessive exposure to accident potential.

Policy 3.1: Adopt and implement airport land use compatibility guidelines for air safety in Figure AE-8.

Policy 3.2: Establish a maximum Floor Area Ratio of 0.25 within the Approach Safety Zone.

Policy 3.3: Continue to consult with the FAA on height of structures within the Part 77 approach surfaces of the airport environs.

GOAL 4.0: Maintain compatibility of existing and proposed land uses within Action Area I east and south of the Airport.

Policy 4.1: Develop vacant portions of Action Area I consistent with commercial/industrial General Plan land use recommendations and adopted specific plans.

Policy 4.2: Recommend to Cucamonga School District that Guasti School be maintained, but discourage expansion of the school.

Policy 4.3: Protect the historic resources of the Guasti Winery and Hofer Ranch through General Plan designation as visitor-oriented Historic Planned Commercial districts . Where necessary, require sound attenuation of historic structures if noise-sensitive commercial uses are included in adaptive reuse plans for these sites.

Policy 4.4: Work with developers of the California Commerce Center to ensure that development within the Approach Safety Zone is consistent with FAR Part 77 guidelines.

GOAL 5.0: Encourage and accelerate the orderly and systematic replacement of incompatible uses by industrial development within Action Area II west of the Airport.

Policy 5.1: Coordinate with Ontario-Montclair School District to support, encourage and facilitate relocation of Bon View Elementary School.

Policy 5.2: Purchase nonconforming residential uses from willing sellers.

Policy 5.3: In areas of extreme noise impact, vacate and demolish acquired residential units and relocate occupants to safer, quieter housing.

Policy 5.4: Land bank and assemble developed residential parcels for future industrial development.

Policy 5.5: Acquire and land bank vacant land for future industrial development. Offer acquired properties for sale with development controls and avigation easements.

Policy 5.6: Under the administration of the City of Ontario Redevelopment Agency, assist willing sellers participating in the acquisition program.

Policy 5.7: Give priority in City housing programs to relocating renters from Action Area II in need of housing assistance.

GOAL 6.0: Maintain and improve the stability and quality of life in residential neighborhoods within Action Areas III and IV whose preservation is compatible with Airport growth.

Policy 6.1: Acquire and land bank vacant land. Resell acquired properties with noise and aviation easements.

Policy 6.2: Design and institute a program of neighborhood enhancement for residential areas. This program could include landscaping, visual barriers, pedestrian and bike paths, street improvements, and neighborhood centers, depending on the suitability of each particular area.

Policy 6.3: Provide noise insulation for eligible schools providing ongoing classroom instruction within Action Area III.

Policy 6.4: Offer free voluntary acoustical treatment for property owners in exchange for aviation easements to permit aircraft overflight.

Policy 6.5: For some residential units, offer purchase assurance as the buyer of last resort; acquire, insulate, resell purchased units with noise and aviation easements.

Policy 6.6: In acknowledgement that at some future point the residents of Action Area IV may support a transition to industrial uses, any future individual requests for General Plan Amendments are to include consideration of the entirety of Action Area IV.

GOAL 7.0: Aggressively pursue and participate in the preparation of a comprehensive Master Plan for the Ontario International Airport, in conjunction with both the Department of Airports (DOA) and the City of Los Angeles.

Policy 7.1: At the executive level, begin negotiations with the City of Los Angeles Department of Airports (DOA) to request the DOA to prepare a comprehensive Master Plan for the Ontario International Airport with the City to be an active participant in the planning effort, dealing with issues relating to the Ontario International Airport and the impacts and benefits to the City of Ontario.

NATURAL RESOURCES ELEMENT GOALS AND POLICIES

GOAL 1.0: Conserve, protect and enhance the groundwater resources of the Chino Basin.

Policy 1.1: Promote and where possible require water saving policies, programs and devices which minimize reliance of local users on imported water. Vigorously pursue reductions in per capita water consumption for both homes and businesses. Encourage water conservation by the inclusion and placement of water-saving equipment and landscaping in new and existing development. Specify and require low flow fixtures and dry climate plant materials (xeriscape) in the Development Code, both for new projects and for rehabilitation of existing buildings. The City will explore the possibility of periodic water audits to ensure efficient water use.

Policy 1.2: Where feasible encourage aquifer recharge within Ontario and surrounding communities.

Policy 1.3: Support efforts of the Chino Basin Municipal Water District to expand uses for treated sewage effluent, including aquifer recharge.

Policy 1.4: Provide vigorous support for the Santa Ana River Regional Water Quality Control Board in order to maintain and improve groundwater quality, and in particular in its efforts to clean up groundwater problem areas, including those which may have been created by the old GE iron plant in Ontario and Kaiser steel plant in Fontana. Where feasible,

utilize city ordinances and regulations to support and reinforce cleanup requirements.

GOAL 2.0: Support and reinforce regional air quality plans and programs.

Policy 2.1: Through the Development Code, support mass transit projects whenever possible and require mass transit connections to sizeable new development, residential, commercial and industrial.

Policy 2.2: Require traffic reduction measures such as ridesharing and staggered work hours for employers with more than 100 employees.

Policy 2.3: Encourage jobs/housing balance by promoting land use patterns which decrease automobile travel between home and workplace.

Policy 2.4: Promote the growth of "clean" industry which does not increase pollution from point sources.

Policy 2.5: Work with Omnitrans to expand bus services. Require bus-related improvements (shelter, turn-outs, etc.) as part of new Specific Plan developments.

Policy 2.6: Support and encourage new park and ride facilities in and near Ontario.

Policy 2.7: Promote other transit forms (bikeways, walking) as an alternative to automobiles.

Policy 2.8: Promote mixed use development projects in downtown and east Ontario.

Policy 2.9: Within City Hall, adopt telecommunications and work-at-home programs to reduce government employee trip commute by 20 percent.

Policy 2.10: Work with other local jurisdictions to develop a rail corridor between Los Angeles and San Bernardino.

Policy 2.11: Encourage landscaping that most effectively aids in reducing air pollutants.

Policy 2.12: Coordinate City programs and policies regarding air quality with the San Bernardino County Air Quality Element.

GOAL 3.0: Provide for future land use compatibility of aggregate resource sectors with adjacent urbanizing areas.

Policy 3.1: The existence of aggregate resources shall not preclude urbanized development of lands within sectors D-2, D-3 and D-5, provided that such development is consistent with the General Plan.

AESTHETIC, CULTURAL, RECREATIONAL AND OPEN SPACE ELEMENT GOALS AND POLICIES

GOAL 1.0: Maintain and enhance the open space resources of Ontario.

Policy 1.1: Utilize City taxing authority to ensure that new residential development is provided with public open space/recreational amenities.

Policy 1.2: Within the context of a Park Master Plan, explore all available funding sources and alternatives for acquisition, development and in particular maintenance of park and open space lands, including user fees, benefit/assessment districts and support by local business and industry.

Policy 1.3: Enforce local laws regarding the vandalism of park property and incorporate citizen involvement into the program through "Neighborhood Watch" programs and other community efforts.

Policy 1.4: Maintain a mix of passive open space and improved recreational areas in city parks and recreation facilities.

Policy 1.5: Encourage completion of facilities at Cucamonga-Guasti Regional Park.

Policy 1.6: Explore the potential for funding of open space from commercial/industrial development.

Policy 1.7: Encourage the provision of active and passive open spaces by developers within industrial areas such as par courses and outdoor picnic areas.

Policy 1.8: Update the City's Master Tree Program.

Policy 1.9: Update the City's Master Plan for Parks and Bike Trails.

Policy 1.10: The City shall review the City street tree ordinance and amend it as appropriate, taking into consideration environmental benefits and future maintenance costs.

GOAL 2.0: Provide a minimum of five acres of local public recreational area for each 1,000 residents of Ontario and provide recreational opportunities for all segments of the population.

Policy 2.1: Provide a neighborhood park within convenient walking distance for all residents.

Policy 2.2: Maintain a system of community parks so that each residential neighborhood is within a community park service area.

Policy 2.3: Following the 1990 census, evaluate new population data to determine whether there are segments of the population which are underserved by existing park facilities, with particular emphasis on apartment and condominium dwellers, preschoolers, the elderly and handicapped, horseback riding and bicycling enthusiasts, and other special needs groups. If such deficiencies exist, provide facilities which are responsive to these needs.

GOAL 3.0: Provide accessible new parks as Ontario grows and expands.

Policy 3.1: In areas of potential annexation, identify and acquire future park sites early in the planning process.

Policy 3.2: Work with school districts to promote joint use of facilities and to coordinate park and school sites; locate neighborhood parks adjacent to elementary schools where possible.

Policy 3.3: Avoid division of a park service area by natural or manmade barriers such as major streets or freeways, railroads, utility easements, flood control channels or commercial or industrial areas.

Policy 3.4: Ensure safe pedestrian and bicycle access by provision of bike paths and sidewalks leading to the park.

Policy 3.5: Where feasible allow for linkage of new park sites into existing trail systems.

GOAL 4.0: Protect and expand the City system of trails and bikeways.

Policy 4.1: Protect and maintain existing bikeways and recreational trails, in particular equestrian trails and easements.

Policy 4.2: Include new pedestrian and equestrian trails and bikeways in new development under development code and specific plan procedures.

Policy 4.3: Coordinate the City trail system with the State, County and with adjacent communities.

Policy 4.4: Preserve and encourage the use of existing recreational open space/equestrian facilities in equestrian neighborhoods, especially Homer Briggs Park.

Policy 4.5: Develop a comprehensive equestrian trail system to link equestrian neighborhoods with equestrian facilities in Rural Residential designated areas.

Policy 4.6: Through the Development Code, enhance the visual semi-rural character of equestrian trails and facilities by the use of wood rail fencing, natural surface materials, shrubbery and hitching posts.

Policy 4.7: Require all new rural residential development in an AR subdivision to provide equestrian easements as part of the trails system, according to the specifications of the Development Code.

Policy 4.8: Complete the linkages proposed in the Master Plan of Bikeways.

Policy 4.9: Through the Development Code, ensure the orderly development of equestrian trails in the Rural Residential section of the City.

Policy 4.10: Update the Park and Bike Trail Master Plan. As part of the update, work with surrounding communities to create links between their parks and bike trails and those of Ontario.

GOAL 5.0: Preserve and protect Ontario's scenic highways and vistas as community assets.

Policy 5.1: Require that new development respect and preserve the view opportunities of existing development in the area. Include view preservation standards in the Development Code.

Policy 5.2: Designate Euclid Corridor and Mission Boulevard as City scenic landmarks.

Policy 5.3: Maintain and enhance the health and vitality of trees and landscaping in these scenic areas.

Policy 5.4: Work with other government agencies to promote air quality to ensure Ontario's continued visual access to the San Gabriel Mountains.

Policy 5.5: Complete proposed landscape improvements to Mission Boulevard.

Policy 5.6: Require, to the maximum extent feasible, the underground placement of utilities.

Policy 5.7: Require, to the maximum extent feasible, new development to landscape adjacent freeways and railroad rights-of-way.

Policy 5.8: Aggressively initiate negotiations with CalTrans to landscape the freeways' rights-of-way and develop a comprehensive plan for the entire freeway system, and work cooperatively with the I-10 Beautification Committee.

GOAL 6.0: Conserve Ontario's historic buildings and districts.

Policy 6.1: Review 1985 survey of historic resources. Update and amend for comprehensiveness and completeness as necessary.

Policy 6.2: Complete nominations to the National Register of Historic Places for eligible sites.

Policy 6.3: Implement the Historic Preservation Ordinance which provides for and encourages preservation of historic structures and areas.

Policy 6.4: Develop and implement a Specific Plan for the adaptive reuse of the Guasti Winery as a specialty commercial development. No development of the site, or adjacent sites, shall be permitted which compromises the integrity of Guasti's historic resources (including structures and landscapes) or endangers their reuse potential of historic structures.

Policy 6.5: Develop a Specific Plan for Hofer Ranch which protects historic resources. Development of the site must protect the integrity of historic structures and landscapes on site.

Policy 6.6: Maintain the Museum of History and Art as a major historic and cultural resource of Ontario.

Policy 6.7: Explore the development of a Tree Preservation Ordinance.

Policy 6.8: Explore the development of a "Heritage Park" where prime examples of the City's historical structures could be located and preserved.

GOAL 7.0: Promote art in public places in the City.

Policy 7.1: Through and as specified in the Development Code, ensure that art in public places is provided for major new developments and renovation projects.

GOAL 8.0: Ensure the future viability of City libraries and museums.

Policy 8.1: Seek and encourage supplemental funding (including private support) to meet future expansion needs of the library system as the City grows.

COMMUNITY DEVELOPMENT ELEMENT GOALS AND POLICIES

GOAL 1.0: Ensure that the rate of growth and the provision of quality public services and facilities are compatible. Develop and maintain a balance of residential, commercial, industrial, open space and recreational land uses which will encourage a healthy variety of economic, social and cultural opportunities.

Policy 1.1: Permit only such new development as is compatible with the existing and planned growth of Ontario International Airport, consistent with the Airport Environs Element of this General Plan.

Policy 1.2: Encourage a variety of residential uses, types, and densities to meet varied housing needs.

Policy 1.3: Through signage, landscaping and design treatment, utilize Ontario's arterial highway corridors to maintain the connectivity between the city's residential neighborhoods and its employment centers.

Policy 1.4: Manage growth in a manner that takes into consideration the ability of the City, special districts (including school districts), and utilities to provide needed public facilities and services.

Policy 1.5: Require new development to pay its fair share, in conformance with State law, of the costs of public facilities and infrastructure needed to serve those developments.

Policy 1.6: Encourage the use of existing and new financial mechanisms to fund necessary public facility improvements when appropriate.

Policy 1.7 Pursue annexations to the City which benefit the citizens of Ontario, promote the economic and social balance

of the community, enhance the quality of life, and improve the City's economic base.

GOAL 2.0: Ensure that future development of the City does not become a fiscal liability for existing and future City residents.

Policy 2.1: When appropriate, require development proposals including commercial, industrial, and residential uses to prepare fiscal studies to identify related benefits and projected revenues of the project and cost of required public facilities and services.

Policy 2.2: Utilize fiscal impact analysis to determine the effect of the project on the ability of the City and related service providers to provide adequate public facilities and services to serve as a basis for determining any appropriate conditions of approval that should be imposed.

Policy 2.3: New legislative proposals (General Plan amendments, zone changes, specific plans, and specific plan amendments), must be beneficial to the community. As a result, such proposals will not be approved unless the City makes the finding that public health, safety, welfare (including public education), and quality of life are not adversely impacted.

GOAL 3.0: Protect and enhance community values by adoption of land use policies which are responsive to local and regional environmental concerns.

Policy 3.1: Facilitate the integration of regionally beneficial land uses such as transportation facilities, flood control systems, utility corridors and recreational trail systems with local land uses.

Policy 3.2: Require adequate buffering between potentially incompatible land uses, especially between residential development and industrial uses.

Policy 3.3: Actively pursue the relocation of existing truck stops to areas of Planned Industrial in the northeast portion of the City. All attempts should be made to complete relocation within 3-5 years.

GOAL 4.0: Protect the character of existing single-family neighborhoods.

Policy 4.1: Through preparation and implementation of a new Historic Preservation Ordinance, conserve and where necessary upgrade the condition of Ontario's oldest homes.

Policy 4.2: Regulate the mass, height, setback, density and architectural compatibility of permitted infill units through the Development Code.

Policy 4.3: Retain and promote the single-family residential character along Euclid Avenue with the exception of the Town Center.

GOAL 5.0: Maintain and enhance the role of Downtown Ontario as an urban focal point for both commercial and civic activities.

Policy 5.1: Implement improvement policies established for the Town Center and East Holt Boulevard.

Policy 5.2: Strengthen the commercial appeal of downtown Ontario by encouraging location of specialty retail shops, restaurants, as well as cultural and entertainment facilities.

Policy 5.3: Support and encourage development of projects which will increase both the daytime and nighttime population of downtown, including more offices, educational institutions, and apartments/condominiums.

Policy 5.4: Support and encourage development of mixed use projects, which combine residential uses with one or more commercial uses in a planned environment.

Policy 5.5: Plan for the future expansion of the Civic Center to accommodate city, county, state and federal offices.

GOAL 6.0: Focus Ontario's commercial centers in larger facilities with more than neighborhood appeal.

Policy 6.1: Support and assist efforts to establish regional shopping facilities within the City of Ontario.

Policy 6.2: Permit existing neighborhood convenience stores to remain subject to code limitations on expansion and/or replacement.

GOAL 7.0: Utilize Ontario's proximity to the airport and its inventory of vacant industrial and commercial land to develop uses which maximize employment opportunities.

Policy 7.1: Encourage a pattern of land uses to establish an economic base which provides sufficient jobs for those who choose to both live and work in Ontario.

Policy 7.2: Require new Specific Plans and revisions to existing Specific Plans which include commercial and/or industrial development to demonstrate compatibility with the Goals and Implementation Policies of the General Plan, and in particular with Policy 7.1, immediately above.

Policy 7.3: Through the Development Code, establish criteria which set a ceiling on the percentage of warehouse space in new industrial and business parks.

Policy 7.4: Through the Development Code, establish building height, mass and lot coverage criteria which limit the size and scale of warehouses built in conjunction with other uses.

Policy 7.5: Support and encourage timely construction of the new passenger terminal at Ontario International Airport.

Policy 7.6: Support and encourage construction of a convention center convenient to Ontario International Airport.

Policy 7.7: Increase employment potential for working women by providing child care facilities near work centers.

Policy 7.8: Encourage locating higher employment generators within Ontario's industrial areas.

Policy 7.9: Promote higher quality architectural design in new commercial and industrial buildings.

Policy 7.10: Establish adequate development standards for new industrial projects that will anticipate and facilitate the ultimate conversion of uses to higher employment generators.

GOAL 8.0: Promote, at a reasonable cost, quality child care that is accessible to City residents and major employers.

Policy 8.1: Work with the Ontario Chamber of Commerce to encourage major employers to implement child care programs for their employees.

Policy 8.2: Explore the feasibility of additional child care facility development throughout the City, including child care facilities at local school sites, community center and park sites, city-owned sites, and sites near major work centers.

Policy 8.3: Explore the feasibility of subsidized child care by investigating funding sources from both public and private sectors.

Policy 8.4: Institute procedures which will clarify and streamline the City's permit and entitlement process for projects which include child care facilities.

Policy 8.5: Encourage the inclusion of child care facilities in new development projects through the development of incentive programs.

GOAL 9.0: Ensure compliance of all development with the goals and policies of the General Plan and allow previously approved site plans to obtain entitlements under the prior approvals.

Policy 9.1: Site plans approved prior to adoption of the 1992 General Plan (File No. 4054-GPA) and diligently pursued to completion shall not be subject to the new General Plan unless the site plan expires or is amended (exception applies as stated in policy 9.2).

Policy 9.2: Require all approved site plans which, because of the adoption of the 1992 General Plan (File No. 4054-GPA) are no longer in compliance with a General Plan goal or policy concerning health or safety to be immediately brought into compliance with the new General Plan.

DOWNTOWN ONTARIO

GOAL DT-1: Establish and maintain an efficient and harmonious use of land within the downtown area

accommodating retail, personal and business services, office, residential, entertainment, light industrial, governmental, and cultural activities.

GOAL DT-2: Ensure a safe environment for downtown shoppers, workers, and residents.

GOAL DT-3: Develop a system of circulation to accommodate the movement of people and goods throughout the downtown area.

GOAL DT-4: Improve, preserve, and maintain the cohesiveness and image of the downtown through careful design and coordination of new development and through the rehabilitation and redevelopment of older areas.

GOAL DT-5: Achieve utilization of the land supply that maintains a solid tax base while respecting the area's cultural and historic resources.

GOAL DT-6: Promote and maintain a high standard of design for public and private uses and facilities.

GOAL DT-7: Create an attractive downtown that will serve as a focus and lively center of community life.

GOAL DT-8: Improve the economic vitality of the downtown to better serve all segments of the community.

GOAL DT-9: Encourage and assist the local business community and residents to act concertedly to upgrade the downtown in partnership with the City.

GOAL DT-10: Preserve the areas along Euclid Avenue north of "D" Street to "G" Street for future expansion of regional office uses and for additional downtown retail commercial activities located on the ground floors of new developments as future market conditions improve as additional space is needed.

Policy DT-1: Promote a mix of uses that balances the needs for commercial, residential, governmental, educational and cultural uses in Downtown Ontario.

Policy DT-2: Actively promote a concentration of specialty retail, entertainment, and restaurant uses into a compact retail core from Euclid to Fern Avenues, and from Holt Boulevard

north to "D" Street, which will serve community residents, persons working in the greater Ontario area, and business travelers. The retail center should be developed with a market hall centered on "B" Street west of Euclid Avenue, specializing in specialty food sales and restaurants for both on- and off-site consumption in conjunction with an adjoining outdoor space suitable for a farmers market activities.

Policy DT-3: Accommodate future municipal, county, state and federal space needs by expanding the existing City Hall and county facilities which may extend from "D" Street south to Holt Boulevard and from Sultana Avenue west to Euclid Avenue.

Policy DT-4: Allow for the further expansion of the Civic Center Complex, as additional space is needed, south across East Holt Boulevard to the railroad tracks.

Policy DT-5: Preserve the areas along Euclid Avenue north of "D" Street to "G" Street for future expansion of regional office uses and for additional downtown, retail, commercial activities located on the ground floor of new developments as future market conditions improve and additional space is needed.

Policy DT-6: Locate uses, route vehicular traffic, and design streets, other open spaces, and the buildings which front these spaces in a manner which promotes greater pedestrian activity in downtown.

Policy DT-7: Promote mixed use developments along Euclid Avenue and Holt Boulevard within the retail center west of Euclid and along "B" Street in the Civic Center Complex.

Policy DT-8: Create strong functional and visual relationships between the Civic Center Complex and the Specialty Retail Center and Euclid Avenue by developing "B" Street as a major pedestrian, oriented retail street.

Policy DT-9: Provide opportunities for recreational and other leisure activities for all age groups in the downtown.

Policy DT-10: Allow for the retention of existing land uses that are compatible with the new development to whatever extent possible. (Existing business and employment should be retained where not in conflict with the need to upgrade land

use, transportation, open space, community appearance and public facilities and services.)

Policy DT-11: Preserve, where feasible, buildings of historic or architectural value to the community.

Policy DT-12: Preserve the existing single-family residential neighborhood north and east of the downtown as an attractive, low-density neighborhood.

Policy DT-13: Provide for the expansion of educational and cultural facilities in the downtown, particularly the area south of West Holt Boulevard between Euclid Avenue and Vine Street.

Policy DT-14: Encourage retail and entertainment uses that will draw people to the downtown in the evening and on weekends.

Policy DT-15: Promote the downtown as an office center for administrative, professional, and financial services.

Policy DT-16: Provide for attractive, medium and high density housing in the downtown that will enhance the specialty, entertainment, and cultural activities in the downtown.

Policy DT-17: Develop housing to a quality to which it can compete successfully in an "upscale" housing market.

Policy DT-18: Develop housing to serve both young and senior households.

Policy DT-19: Develop a center offering a broad range of automobile repair and maintenance services convenient to downtown employees. The auto service center is proposed for the area south of East Holt Boulevard, east of Campus Avenue. Detailed design guidelines and land use policies are set forth in the East Holt Boulevard Development Guide.

Policy DT-20: Provide for ground floor, pedestrian-oriented, retail uses along Euclid Avenue, "B" street, and Holt Boulevard. Two types of retail frontage should be created:

Primary Retail Frontage: Primary retail frontage should be centered around the downtown core, along Euclid Avenue between "D" Street and Holt Boulevard, and along "B" Street from Plum Avenue to Fern Avenue. The "B" Street

axis should be developed as a major pedestrian-oriented specialty retail street from the Civic Center Complex west to Fern Avenue. Primary retail uses consist of the following and similar uses; specialty retail uses, entertainment, eating and drinking establishments, and general merchandise stores.

Secondary Retail Frontage: Secondary retail frontage is encouraged along Holt Boulevard and along Euclid Avenue north of "D" Street to "G" Street. Secondary retail activities consist of the following and similar uses; other general retail activities and office uses, office services, professional offices, and financial, insurance, and real estate services.

Policy DT-21: For new development of habitable structures, establish a minimum building setback of 50 feet from existing pipelines or new, established pipeline routes. The setback shall apply in all circumstances, except at the discretion of the City Council. When the requirement would preclude reasonable development of the property, the City Council may relax the minimum setback requirement to accommodate the affected property. The City will encourage consolidation of properties subject to this requirement and will encourage new development projects to locate parking, storage, etc. within the setback area.

No reduction of the minimum setback requirement will be granted unless the applicant therefore agrees to defend, indemnify and hold harmless the City and its officers and employees from and against any and all claims for injury or death of any person or damage or destruction of any property of anyone or any entity arising from growing out of, or pertaining to any incident of any nature involving the pipeline from which the minimum setback was reduced. By accepting such indemnification, the City and its officers and employees do not waive any statutory immunity which they may have for exercising their discretion in granting a reduction from the minimum setback requirement.

EAST HOLT BOULEVARD

GOAL EH-1: Establish and maintain an efficient and harmonious use of land within the East Holt Boulevard area, accommodating commercial, retail, office, residential, industrial and public activities.

GOAL EH-2: Create an attractive, landscaped boulevard connecting from Interstate I-10 and the Ontario International Airport to Ontario's downtown.

GOAL EH-3: Encourage revitalization of existing underutilized sites along East Holt Boulevard by consolidating smaller parcels for development of larger, higher intensity uses in a scale and character appropriate to the function of East Holt Boulevard.

GOAL EH-4: Develop and maintain an efficient circulation system to accommodate the movement of people, goods, and service in the East Holt Boulevard area.

GOAL EH-5: Improve access to properties adjoining East Holt Boulevard by constructing a well-integrated network of roadways with sufficient capacity to accommodate planned growth.

GOAL EH-6: Improve safety and security for residents, workers, shoppers, and visitors.

GOAL EH-7: Achieve utilization of the land supply that maintains a solid tax base.

GOAL EH-8: Improve the cohesiveness and image of East Holt Boulevard through design and coordination of new development through redevelopment of older areas along the street, and the creation of a consistent, well landscaped boulevard.

GOAL EH-9: Encourage and assist the local business community and property owners to act concertedly to upgrade the East Holt Boulevard area in partnership with the City of Ontario and the Ontario Redevelopment Agency.

Policy EH-1: Promote a mix of uses which balances concerns for an adequate tax base, accommodating traffic movements, and improving community appearance.

Policy EH-2: Promote land use development which takes advantage of the vacant sites adjacent to the Ontario International Airport and the freeway access from I-10 at Vineyard and Archibald Avenues.

Policy EH-3: Encourage the consolidation and redevelopment of small, underutilized lots into larger scale, attractive, and modern development.

Policy EH-4: Actively promote the consolidation of parcels for a neighborhood/community shopping center on the northwest corner of East Holt Boulevard and Grove Avenue.

Policy EH-5: Assist in the development of an auto service center on the south side of East Holt Boulevard between Campus and Bon View Avenues.

Policy EH-6: Require right-of-way dedication and street frontage landscaping as a condition of development approvals along East Holt Boulevard.

Policy EH-7: Discourage reinvestment on marginal parcels and limit reinvestment if development proposals impede assemblage into larger more economically viable sites.

INFRASTRUCTURE ELEMENT GOALS AND POLICIES

GOAL 1.0: Ensure an adequate supply of safe water for Ontario residents and businesses.

Policy 1.1: Update the City's Water System Master Plan as needed.

Policy 1.2: Include water system improvements as needed in the City's Capital Improvements Program (CIP).

Policy 1.3: Continue to give priority to relief of significant existing water supply and distribution problems in developed areas over construction of new systems in developing areas. Current City policy states that existing residents and businesses should not have to pay for additional facilities and services required to secure new development.

Policy 1.4: Require financing plans for water system capital improvements in large developments as a condition of approval.

Policy 1.5: Preserve existing aquifer recharge areas.

Policy 1.6: The City will adopt a landscape water conservation ordinance by January 1, 1993 as required by State law.

GOAL 2.0: Ensure that the use and consumption of water is properly managed.

Policy 2.1: Actively support local and regional water conservation programs.

GOAL 3.0: Provision of adequate wastewater lines and treatment facilities which serve Ontario residents and businesses and which protect the environment.

Policy 3.1: Update the City's Sewer Master Plan.

Policy 3.2: Include sewer system improvements as needed in the City's Capital Improvement Program.

Policy 3.3: Continue to give priority to improvement of significant deficiencies in the existing system over new facilities to serve undeveloped areas of the City.

Policy 3.4: Reduce wastewater generation by developing standards for minimizing water use.

Policy 3.5: Work with the CBMWD to increase the environmentally sound opportunities to reuse treated wastewater. Support and where feasible mandate reuse of recycled waste water and sewage sludge in public and private landscaping.

Policy 3.6: Require financing plans for sewerage system capital improvements in large developments as a condition of approval.

GOAL 4.0: Continue to provide for the environmentally sound collection and disposal of solid waste from Ontario's residents and businesses.

Policy 4.1: Expand the recycling program to include multi-family residences, commercial and industrial uses. Establish and maintain incentives which encourage residents and businesses to participate.

Policy 4.2: Work with the County to complete the closure plan for Milliken in particular with respect to the importation of large quantities of clay and soil cover to seal the site.

Policy 4.3: Encourage and support regional and statewide efforts to reduce the solid waste stream by cutting down on nonrecyclable packaging of household and business goods.

Policy 4.4: Enforce a vigorous recycling program within all city offices including recycling of cans, glass bottles, papers, and cardboard.

Policy 4.5: Discourage Haven Avenue access for the transfer facility.

Policy 4.6: Provide solid waste recycling programs including exploring the possibility of the development of a Materials Recovery Facility (MRF) which meet the requirements of State mandated material recycling criteria.

Policy 4.7: Investigate the possibility of a City-sponsored program to recycle yard waste and development of end-markets for compost.

Policy 4.8: Encourage backyard composting by property owners. Provide instructions on how to set up a composting system.

Policy 4.9: Encourage diversion of special wastes such as tires, white goods and construction and demolition debris.

Policy 4.10: Support the local and regional development of the California Integrated Waste Management Board's Recycling Market Development Zones Program.

GOAL 5.0: Provide for the adequate, timely and economically sound development of flood protection facilities for Ontario residents and businesses.

Policy 5.1: Include flood control system improvements as needed in the City's Capital Improvements Program.

Policy 5.2: Continue to give priority to improvement of significant deficiencies in the existing system over new facilities to serve developing areas of the City.

Policy 5.3: Require financing plans for flood control system capital improvements in large developments as a condition of approval.

Policy 5.4: Where feasible, support and encourage multi-use of flood control facilities for open space and recreation uses such as bikeways and jogging paths.

GOAL 6.0: Support adequate school facilities and a positive learning environment for all school age children in Ontario.

Policy 6.1: Notify school districts of proposed subdivision projects or development applications early in the review process to allow time for adequate responses by school districts.

Policy 6.2: Request that school districts indicate the level of facilities available to serve development projects requiring discretionary review.

Policy 6.3: To the extent allowable under State law, when reviewing development applications requiring General Plan Amendments, Specific Plans, Specific Plan Amendments and/or zone changes for residential, commercial, and industrial uses and other legislative land use decisions, take into consideration the availability of school facilities at time of need.

Policy 6.4: Should school districts determine that school facilities are not available to adequately house students, to the extent allowable under State law, legislative actions (such as General Plan Amendments, zone changes, Specific Plans, and Specific Plan Amendments) may, depending on the conditions that exist at that time, be approved, conditionally approved, postponed, or denied by the City Council until needed school facilities are available or an agreement to provide such facilities is reached between the developer and the school district.

GOAL 7.0: Support the planning of school facilities with the planning of related public facilities.

Policy 7.1: At the earliest possible stage of development, coordinate the planning and siting of school facilities, recreational facilities, child care centers, libraries and other

related public facilities so that they are adequate to serve the projected future residents of the area.

Policy 7.2: Coordinate efforts between the Redevelopment Agency and the Ontario Montclair School District to find a site for the OMSD central kitchen, maintenance and other support facilities.

GOAL 8.0: Promote orderly growth, recognizing the relationship between land use planning and school facilities planning.

Policy 8.1: Work with the public facility providers to ensure that, where feasible, public facilities are sited in locations most suitable to serve the present and the projected future residents of the City.

Policy 8.2: Use general plan amendments to identify the general location of proposed schools and other complementary facilities.

Policy 8.3: Encourage the various local agencies, school districts and jurisdictions of the region to coordinate standards, policies and criteria for the funding and siting of school facilities.

Policy 8.4: Within Area III of the Airport Environs, give priority to sound attenuation of schools to improve the teaching and learning environment.

Policy 8.5: Coordinate with Ontario Montclair School District to support, encourage and facilitate relocation of Bon View Elementary School

GOAL 9.0: Support the several school districts in their efforts to provide new and upgraded school facilities to satisfy current and projected future needs.

Policy 9.1: Establish a joint task force comprised of City staff, representatives of the school districts serving the City, and the building industry (i.e., Building Industry Association/Baldy View Region) to (a) explore and define the extent of a potential partnership between the City and the school districts as it relates to the provision of adequate school facilities; (b) explore means of developing and funding new school

construction, and upgrading existing facilities, and (c) reach agreement on methods of implementation.

Policy 9.2: Actively support efforts to increase funding for new school construction and improvements at inadequate existing facilities.

GOAL 10.0: Provide adequate police protection for the City of Ontario.

Policy 10.1: Study the feasibility of a new combined police/fire department headquarters within the Town Center.

Policy 10.2: Provide an adequate site for new police facilities, as outlined in the department ten-year plan, whether or not it is to be combined with new fire department facilities.

Policy 10.3: The Police Department shall continue to enforce the Ontario Building Security Code (OMC 4-11.01).

Policy 10.4: The City shall add new personnel, equipment, and facilities as needed to protect additional population.

Policy 10.5: Continue Police Department review of proposed new development.

GOAL 11.0: Provide adequate transportation facilities throughout the City consistent with the Land Use Element of the General Plan.

Policy 11.1: Complete and implement a comprehensive, multi-model City Traffic Model to provide the basis for ongoing transportation planning in the City and for justifying exactions.

Policy 11.2: Require that new development be consistent with the provisions of the Countywide Congestion Management Program.

Policy 11.3: Support the establishment of Transportation Management Associations (TMAs) in concentrated areas of employment in the City.

Policy 11.4: Promote the development of a People Mover system in the City and explore the feasibility of linking such a

system with other regional transportation systems. This system is expected to center around Ontario International Airport and future development in that area will be structured to allow for the future construction of such a facility.

GOAL 12: Provide a system of streets that meets the needs of current and future residents of Ontario and facilitates the safe and efficient movement of people and goods throughout the City.

Policy 12.1: Discourage direct driveway access to arterial roadways.

Policy 12.2: Maintain at least a Level of Service D for roadway segments and at least Level of Service E for intersections on all streets whenever possible.

Policy 12.3: Maintain and rehabilitate roadways as necessary to preserve City streets and thoroughfares.

Policy 12.4: Pursue funding for transportation improvements from federal and state sources.

Policy 12.5: Analyze cost/benefit ratios (measured in terms of expenditure vs. reduced delay) in determining future publicly financed street improvements.

Policy 12.6: Institute all practical transportation system management solutions (e.g., lane restriping, elimination of on-street parking) before expending public funds to acquire additional right-of-way.

Policy 12.7: Maintain and improve circulation to and from Ontario International Airport by carrying out the recommendations of the Ground Access Study.

Policy 12.8: Update the Master Plan of Streets.

GOAL 13.0: Work with other agencies and jurisdictions to control traffic growth and congestion on a regional level.

Policy 13.1: Coordinate with Caltrans to ensure that right-of-way is protected for future freeway widenings.

Policy 13.2: Monitor traffic growth around freeway interchanges to determine the need, timing and design for ramp improvements and additional right-of-way needs at freeway interchanges.

Policy 13.3: Actively support the County's Congestion Management Plan through participation on appropriate SANBAG committees.

Policy 13.4: Support and implement locally applicable portions of the Regional Mobility Plan and Air Quality Management Plan.

Policy 13.5: Coordinate the development of Ontario's circulation plan with adjacent cities and regional agencies.

GOAL 14.0: Reduce the number and distance of home to work trips, increase vehicle occupancy and maximize use of existing facilities through demand management.

Policy 14.1: A traffic impact analysis shall be prepared for all new development projects greater than 10,000 gross square feet. If needed, financing plans for circulation improvements shall be developed as part of this analysis.

Policy 14.2: As part of a comprehensive trip reduction ordinance, define standards and requirements to promote reliance on alternative methods of commuting other than single occupant vehicles. This effort can be accomplished by transportation demand management and other techniques, programs, and provisions applied to new development within the City of Ontario.

GOAL 15.0: Support and pursue transit service expansion and other alternatives to automobile travel, including pedestrian and bicycle facilities.

Policy 15.1: Actively encourage development of rail passenger stations within the County by working with the San Bernardino Association of Governments, the Los Angeles Transportation Commission, and other local jurisdictions.

Policy 15.2: Require new development to fund transit facilities, such as bus shelters and turnouts, where feasible.

Policy 15.3: Include pedestrian facilities in new developments where possible, especially pedestrian pathways in new residential developments and pedestrian plazas and connections in new employment centers where such plazas and connections can effectively reduce automobile travel.

Policy 15.4: Encourage bicycle riding through provision of a safe and efficient network of bike paths and bike lanes, particularly in newly developing areas.

Policy 15.5: Require provision of an accessible and secure area for bicycle storage at all new commercial and industrial developments.

GOAL 16.0: Utilize transportation and circulation improvements to support revitalization of downtown Ontario.

Policy 16.1: Maintain on-street parking along Euclid Avenue.

Policy 16.2: Explore the feasibility of developing a transit center or transit street in the Town Center as development in the area intensifies.

Policy 16.3: Coordinate plans with the City's Redevelopment Agency and regional transportation agencies to develop a Multi-Modal Transportation Center in Downtown Ontario in the area bounded by the Southern Pacific and Union Pacific Railroad tracks, and between Euclid Avenue and Sultana Avenue. The Downtown Multi-Modal Transportation Center should be developed to serve Metrolink commuter rail, AMTRAK, OMNITRANS public transit, and other public and private transportation modes.

Policy 16.4: Explore the feasibility of establishing a light rail transit linkage between Ontario International Airport and the Town Center.

GOAL 17.0: Unify the various travel modes to provide efficient and effective mobility options to residents and business concerns in the City.

Policy 17.1: Develop a comprehensive Transportation Mobility Plan to improve the movement of pedestrians, bicyclists, public transit, truck and automobile, freight, passenger rail, etc., within the City and region.

Policy 17.2: Integrate the Transportation Mobility Plan with the Congestion Management Planning process to identify and develop necessary transportation services, and assist land-use and urban design decision making.

Policy 17.3: Support the creation of a Transportation Management Association (TMA) in the Ontario International Airport area as a method to develop and promote alternative travel modes.

GOAL 18.0: Promote rail service opportunities in industrial areas.

Policy 18.1: Through a study, assess the feasibility of promoting future rail service in areas planned for industrial uses. Such study can serve as the basis for a new Master Plan of Railroads or be included in the Transportation Strategic Plan for Ontario.

HOUSING ELEMENT GOALS AND POLICIES

GOAL 1: Promote and encourage a supply of housing suitable to the needs of and in sufficient number to serve existing and expected Ontario residents.

Policy 1.1: In accordance with the City's adopted land use plan, promote in-fill housing development.

Policy 1.2: Promote and encourage the development of housing which varies by type, design, form of ownership, and size.

Policy 1.3: Promote and encourage the use of innovative construction methods, design standards and energy conservation techniques in new housing development.

Policy 1.4: Promote and encourage the construction of congregate care facilities for the elderly.

Policy 1.5: Promote and encourage housing development which is compatible in size and scale with abutting development.

Policy 1.6: Explore the feasibility of expanding the amount of land presently available for high quality single-family development through either changes to existing General Plan land use designations or annexations.

Policy 1.7: Through the Development Code, promote high quality site and architectural standards for all new residential, commercial, and industrial development within the City.

GOAL 2: Promote and encourage housing opportunities for all economic segments of the community, regardless of age, sex, ethnic background, physical condition or family size.

Policy 2.1: Pursue available housing assistance programs funded by the State and Federal governments.

Policy 2.2: Utilize local land use and development controls to encourage non-market rate housing development in accordance with Sect. 65915-65918, Cal. Govt. Code.

Policy 2.3: Utilize local public finance tools such as SB99 and AB 1355 to provide below market rate mortgage financing for both sales and rental units.

Policy 2.4: Continue a policy of expeditious processing of residential development proposals and permits.

Policy 2.5: Support the activities of the San Bernardino County Fair Housing Council and Inland Mediation.

Policy 2.6: Promote home ownership for low and moderate income households through "silent" second mortgages, interest write downs, and/or equity sharing programs. These programs should focus on first-time buyers who are residents of Ontario.

Policy 2.7: Continue to cooperate with the San Bernardino County Housing Authority in placing Section 8 certificates in the community, or in securing funding for such successor programs as may be created during the term of this Housing Element.

GOAL 3: Promote and encourage the rehabilitation of deteriorated dwelling units and the conservation of the currently sound housing stock.

Policy 3.1: Continue to pursue housing programs offered by the State and Federal governments.

Policy 3.2: Utilize local financing authorities to provide below-market rate rehabilitation loans for both owner-occupied and rental housing.

Policy 3.3: Promote the utilization of rehabilitation assistance programs targeted to the alleviation of overcrowded conditions.

Policy 3.4: Encourage continued maintenance of currently sound housing through city sponsored information and assistance program.

ONTARIO

GENERAL PLAN • 1992

2.0 INTRODUCTION

On September 18, 1882, George and William B. Chaffey purchased 6,216 acres of the Cucamonga Rancho known as the San Antonio Lands, for a sum of \$60,000. For less than \$10 an acre, the future site of Ontario was acquired. As George Chaffey stated,

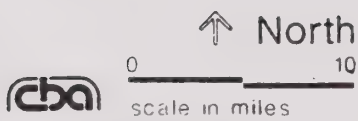
"We came over here, drove up to the top of the Mesa and looked over. . . and concluded that it could be made into a very fine place."

Today Ontario comprises over 23,000 acres (nearly 37 square miles) and is one of the leading cities in the rapidly growing Inland Empire. Ontario International Airport, the predominant land use in the City, is the driving force behind much of the region's economic growth. Figure INT-1 shows Ontario in its regional context.

2.1 THE ROLE OF THE GENERAL PLAN

The purpose of this General Plan is to guide Ontario citizens and their government in carrying Chaffey's vision of this "very fine place" into the future. It is, in effect, the land use constitution of Ontario and serves as a blueprint for long-range physical planning of the City. It contains explicit community goals and policies designed to shape the development of Ontario, as well as to protect its environmental, social, cultural and economic resources.

Planning case law has placed the General Plan atop the hierarchy of local government law regulating land use. Consistency between the General Plan and all other land use plans, policies and programs is not only desirable but mandatory. This requirement applies not only to private projects but also to the City's Zoning Ordinance, Specific Plans, Redevelopment Plans and all capital improvements and public works projects. In conjunction with revision of the General Plan, Ontario is reformulating its Zoning Ordinance. The revamped ordinance is called the Development Code and will be prepared in direct conformity with the goals and policies of the General Plan.



City of Ontario

Figure INT-1
Regional Location Map

2.2 ORGANIZATION OF THE GENERAL PLAN

The Plan consists of an integrated and internally consistent set of goals and policies formed into chapters which address a number of issue areas, including:

- Hazards;
- Airport Environs;
- Natural Resources;
- Aesthetic, Cultural Open Space, Recreational Resources;
- Community Development;
- Infrastructure; and
- Housing.

The organization of the Ontario General Plan differs from the conventional general plan format used by many other cities, but is well suited to the needs of Ontario. The format is adapted from a system commonly used for environmental analysis. Beginning the General Plan with **Hazards and Natural Resources** Elements establishes an early linkage between the land, its characteristics (limitations and resources), and suitable use thereof. These elements basically relate to the natural environmental base of the City.

Aesthetic, Cultural, Open Space and Recreational Resources involve a combination of the natural and the man-made environment. Therefore, this element complements the previous two elements in establishing a framework for determination of future "best use" of land.

The **Community Development Element** introduces the social, economic and political needs and concerns of the community into the Plan.

Infrastructure, the full range of physical improvements necessary for sewer and water facilities, fire and police protection, flood control, traffic and circulation, and all other support/service needs, is a critical element of the General Plan. The area of the City which is currently undeveloped needs planned infrastructure to assure adequate facilities for new development. The older section of the community requires repair, maintenance, and monitoring of existing facilities.

The **Housing Element** is a very significant policy statement of the General Plan. Without a comprehensive definition of housing needs and meaningful plans to satisfy these needs for existing and expected residents of Ontario, the City will experience difficulties in achieving its major goal - creating the "balanced community" with a full range of living, working, and shopping opportunities within its boundaries.

The Ontario General Plan also contains one element which is unique to the city. Included in the early chapters is an innovative **Airport Environs Element**. This element recognizes Ontario International Airport as the major factor affecting future development in the City and incorporates expected growth and development of the airport into planning for the surrounding community. This chapter has been designed not only to be an integral part of the Ontario General Plan, but also to serve as an Airport Land Use Plan for Ontario International Airport, following review and adoption by the San Bernardino County Airport Land Use Commission. Its contents meet the requirements of Section 21675 of the Public Utilities Code.

Although the organization of the plan is specifically tailored to the needs of Ontario, it was nevertheless designed to contain all the elements mandated by the State of California (Section 65302). Figure INT-2 shows where required General Plan components are located within this document.

The Ontario General Plan was recommended for adoption by the Ontario Planning Commission on January 8, 1991, and April 15, 1992. On September 15, 1992, it was adopted by City Council Resolution No. 92-120.

ONTARIO GENERAL PLAN ELEMENT	STATE MANDATED GENERAL PLAN CONTENTS						
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety
Hazards							
Airport Environs							
Natural Resources							
Aesthetic, Cultural, Open Space, and Recreational Resources							
Community Development							
Infrastructure							
Housing							

Figure INT-2
Relationship of Ontario General Plan
to State General Plan Guidelines

2.3 USE OF THE PLAN

The Ontario General Plan has been carefully designed for use by citizens who wish to understand long-range City policy, and use by planners, developers, and other persons who need a land use policy document which assists the orderly development of the City toward adopted goals.

This document contains two major parts. Part One, the General Plan, includes the Introduction, the Executive Summary, the seven elements, and the land use policy map. This is the primary statement of land use policy by the City of Ontario. As such, it will be subject to full public hearing and environmental processing prior to adoption by the Planning Commission and City Council. Any future amendments will require the same basic review and hearing process.

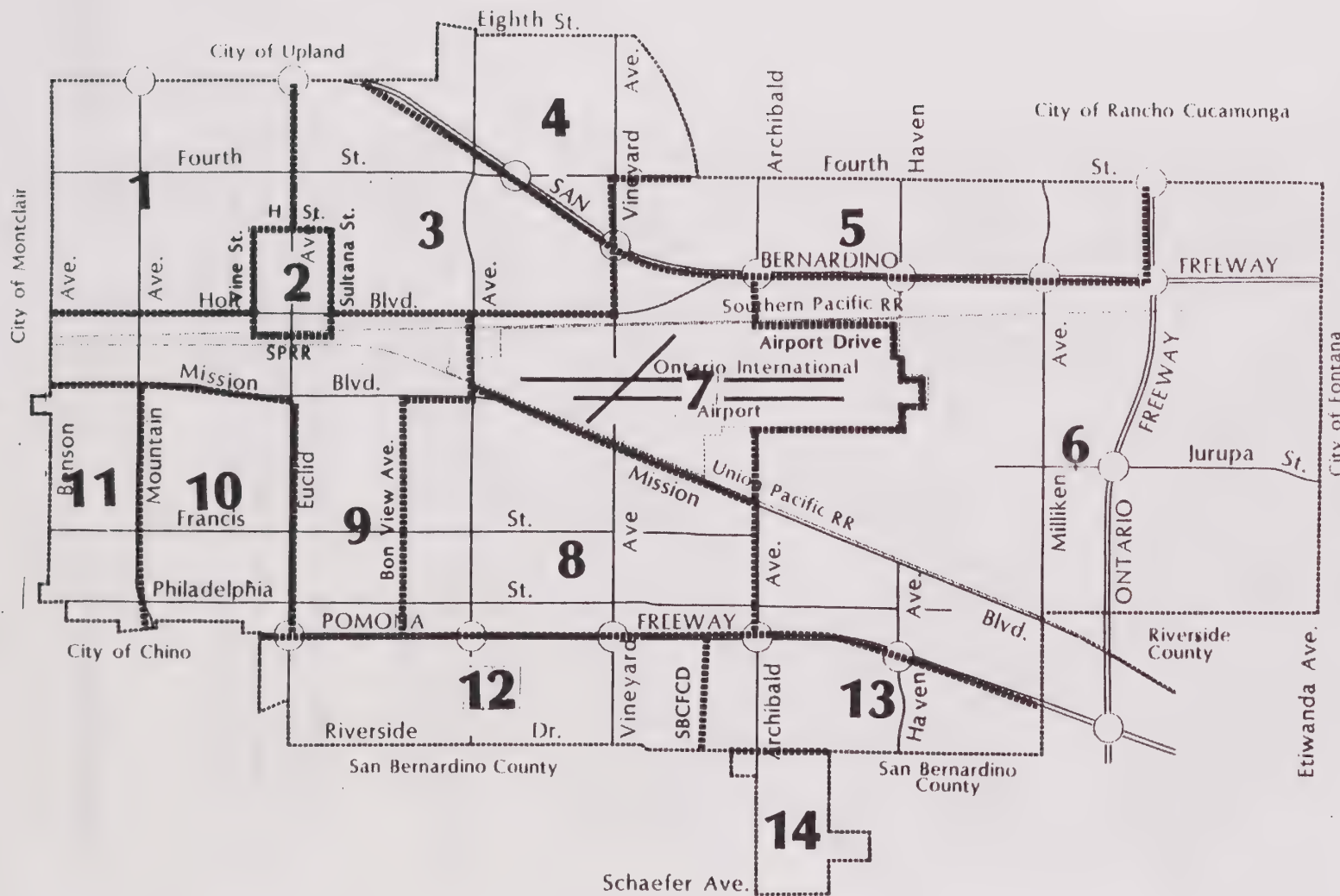
Part Two of the document includes the Environmental Impact Report (EIR). The environmental impact report analyzes the potential environmental impacts associated with adoption and implementation of the proposed General Plan. The EIR provides background data, environmental assessment, mitigation measures and alternatives. A monitoring program has also been prepared to accompany and implement the mitigation measures of the EIR.

In conjunction with the Ontario General Plan, the City maintains a Master Environmental Assessment (MEA). The MEA consists of detailed statistical and factual information for planning areas within the City. Because much of the information contained within the MEA is subject to change, it is designed to be amended administratively. No formal adoption, public hearing or review is required for the MEA.

The information contained in the environmental matrix portion of the MEA has most recently been amended to reflect current conditions. It is anticipated that a full revision and update of the MEA will follow the adoption of the Ontario General Plan.

The Environmental Matrix and MEA are also designed to provide a City-wide catalog of environmental information so that future project documentation can be more focused or even eliminated where appropriate. Greater savings of time and cost should result.

Fourteen subareas have been defined based upon neighborhood and Census tract characteristics. These "Community Planning Areas" (CPAs) are used throughout this document as reference areas and are shown in Figure INT-3.





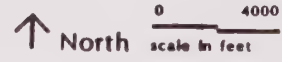
-  Community Planning Areas
-  Community Planning Area Number

Figure INT-3
Community
Planning Areas

CITY of ONTARIO



2.4 PUBLIC PARTICIPATION IN PREPARATION OF THE PLAN

The public plays an important role in both the preparation and implementation phases of the General Plan. Because the General Plan reflects community goals and objectives, citizens must be involved with issue identification and goal formulation. Ontario provided for the participation of the public, various civic and professional organizations, and outside agencies as the plan evolved.

During the issue identification phase of the plan process, a questionnaire was distributed to a sampling of 6,000 households and businesses in the City. Citizens groups and individuals actively participated in preparation of the General Plan through a series of General Plan Advisory Committee (GPAC) meetings and workshops. Members of the GPAC were chosen from a variety of interest groups and geographical areas of Ontario. The dedication of GPAC members as well as their diversity of interests, knowledge and concerns about the City enables this plan to represent all segments of the City.

The Airport Environs Element is the culmination of a three year effort involving a separate series of public meetings and hearings. Public input into this element, coupled with the expertise of the steering and technical committees, has resulted in a plan which will allow operations at Ontario International Airport to more than double over the next ten or more years while reducing the number of residents impacted by noise from airport operations.

Finally, the Draft General Plan and its supporting documents underwent rigorous review at public hearings held before the City of Ontario Planning Commission and City Council. Appointed and elected officials heard public testimony concerning the adequacy of the General Plan and its responsiveness to local issues.

2.5 AMENDMENT OF THE GENERAL PLAN

The State recognizes the dynamic nature of the General Plan and provides for periodic review of the document to ensure that it remains a reflection of the conditions, values, expectations and needs of the community.

Recent court cases invalidating a number local land use controls approved in the absence of a legally adequate General Plan have underscored the requirement that the Plan be up to date. State law requires that the Housing Element be updated every five years and revisions made as necessary to reflect "new conditions, local attitudes and political realities." It may also be appropriate for a reassessment of the entire General Plan to be undertaken when the Housing Element is updated. The format of the Ontario General Plan is designed to facilitate the process of updating and amendment.

ONTARIO

GENERAL PLAN • 1992

3.0 HAZARDS ELEMENT

A city cannot fully serve its residents unless it ensures their safety and well-being. The urban environment contains many hazards which require special consideration in the land use planning process. The purpose of this State-mandated element is to identify these hazards and to establish policies to minimize the danger to residents, workers and visitors.

The Hazards Element is concerned with the identification of and minimization of naturally occurring and man-made hazards within the City. Presented within this element is an overview of existing environmental hazards found within Ontario. This includes naturally occurring hazards such as seismic events and flooding as well as man-made hazards such as hazardous waste. Solid waste is discussed in the Infrastructure Element. As with other elements within the General Plan, a more complete discussion of environmental hazards and the agencies and plans responsible for dealing with these hazards is found in the Environmental Impact Report (EIR).

Following the overview of existing conditions is a discussion of specific issues regarding hazards in the planning area. Goals and implementation policies which address these issues are then presented.

3.1 GEOLOGIC/SEISMIC HAZARDS

Issue Summary

Ontario is located near six active or potentially active fault zones. These faults are the San Jacinto, Chino, Cucamonga, San Andreas, Red Hill and Central Avenue faults, and are shown in Figure HA-1. The closest known active faults are located less than ten miles from the city, but no active fault traces are known to cross the planning area. The primary dangers associated with seismic activity are surface rupture, ground failure, liquefaction, and ground shaking.

The potential for liquefaction, a phenomenon in which soil takes on the properties of a liquid due to saturation by ground water, exists within the Ontario area. Liquefaction can result in shifting of foundations, settling of roadways, and rupture of underground pipelines and cables. The risk is greater in areas



SOURCE: California Division of Mines and Geology



City of Ontario

Figure HA-1
Regional Faults

of 50 feet depth to groundwater or less. In Ontario, the shallowest depths are around 300 feet for significant bodies of water. Studies show that within the valley areas of San Bernardino County there are small but numerous areas of shallow perched water at depths of five to twenty feet. These areas may present a liquefaction hazard in the event of a major earthquake, especially in the extreme southern portions of Ontario and Chino.

Lowering of the water table over the past 75 years has reduced the liquefaction hazard. However, this has been replaced by the danger of subsidence. Poorly consolidated alluvial deposits are subject to subsidence where large volumes of water are removed. The risk of subsidence has been somewhat eliminated by the recharging of groundwater aquifers with imported water.

The City of Ontario is situated on an alluvial fan composed of unconsolidated coarse to medium grained soil. This loosely compacted, silty, sandy, alluvial soil will cause magnification of ground shaking. The anticipated intense ground shaking generated by an earthquake presents a hazard to the structural integrity of buildings. In an earthquake, Ontario could sustain considerable damage, including shifting of buildings off their foundations, broken underground pipes, and open cracks in the ground. The greatest potential danger to the public in time of earthquake comes from damage to and/or collapse of occupied buildings. In general, older structures, especially unreinforced masonry buildings constructed before 1933, are more likely to sustain earthquake damage than newer buildings. Some of Ontario's historic and culturally significant buildings are among the most hazardous in case of earthquake. Most of these structures are located in that section of the City bounded by Grove Avenue on the east, Mountain Avenue on the west, I-10 on the north, and Francis on the south. High rise structures will also be vulnerable to intense shaking. The majority of construction in Ontario is of wood-frame design which is known to be earthquake resistant.

GOAL 1.0: Identify and reduce the hazards associated with seismic and other geologic constraints.

Policy 1.1: Include emergency procedures for earthquake in the City's Disaster Preparedness Plan.

Policy 1.2: Continue to inventory existing structures and identify those which are seismically unsound.

Policy 1.3: Correct seismic problems or as a last resort remove dangerous buildings.

Policy 1.4: Consider the cultural and historic significance of buildings to be upgraded for seismic safety; avoid demolition or alteration of a building's historic character in retrofitting buildings for seismic purposes.

Policy 1.5: Adopt and maintain high standards for seismic performance of new buildings, through prompt adoption and careful enforcement of the most current seismic standards of the Uniform Building Code.

Policy 1.6: Promote earthquake preparedness within the community by participation in periodic quake awareness programs, such as Earthquake Awareness Month.

Policy 1.7: Review and update seismic safety standards as new information becomes available.

3.2 FLOOD HAZARDS

Issue Summary

The City of Ontario lies south of San Bernardino National Forest lands and as a result is subject to flooding from runoff during and shortly after extremely heavy rains. San Antonio Dam, located just 4.5 miles north of City limits, was built to contain this runoff, as were check dams along Day Creek, Etiwanda Creek, Deer Creek, and Cucamonga Creek. Flood hazard areas are shown in Figure HA-2.

In the past and as late as 1969, Ontario was subjected to heavy winter and spring rains and resultant severe flooding. Several fatalities occurred and a local disaster was declared in the West End. Since that time, a series of flood control projects have been completed and the City is petitioning the Federal Emergency Management Agency to redraw local flood plain boundaries. In 1983, heavy rains again occurred. Property damage was greatly reduced despite extensive

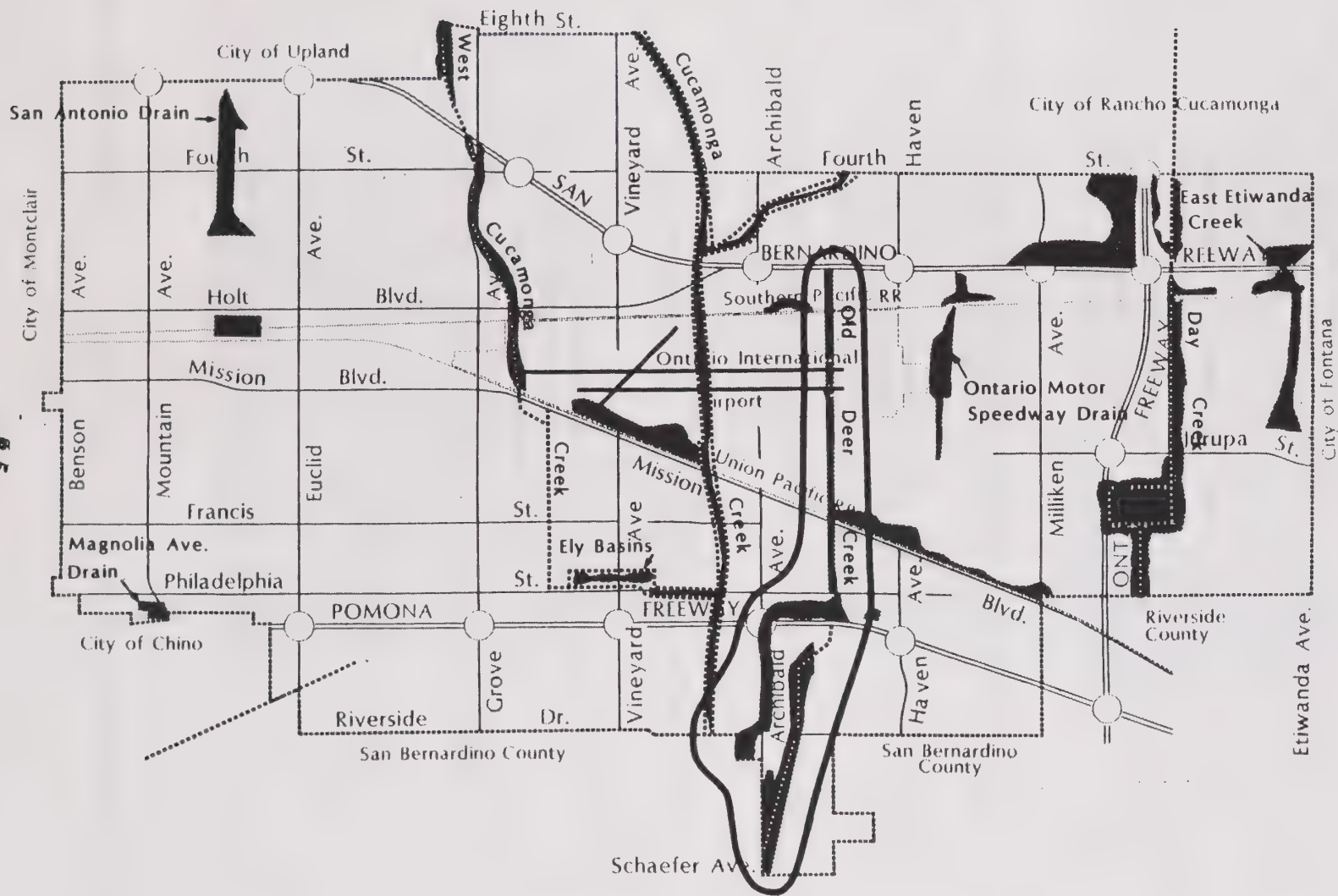


Figure HA-2
Flood Control and
Flood Hazard Areas

CITY of ONTARIO
CBO

development. Only one fatality was attributed to this flood. Material presented in this analysis is based on the previous flood study, which does not take into account recent flood control improvements. If flood control facilities are fully operational (free of debris and structural weakness) damage from 50 or 100 year events should be less than has been experienced in the past.

Ontario's location, the existence of several major watercourses that traverse the city, the general topography, and the lack of upstream control contribute to its flood problems. Principal flood problems result from flows of Cucamonga Creek and its tributaries, which originate in the mountains to the north of the City. As these flows exit the canyons at the foot of the San Gabriel mountains, they flow across the sloping alluvial plain upon which Ontario is situated. If not contained, these flows result in extensive high-velocity sheet flooding throughout the City.

Little streamflow occurs except during and immediately after precipitation, because climatic land drainage area characteristics are not conducive to appreciable continuous runoff. During large storms, streamflow increases rapidly in response to effective precipitation. Large floods transport generous amounts of debris and travel at high velocities.

Three types of flooding conditions exist in Ontario. These are:

- flooding in defined channels;
- ponding; and
- sheet flooding.

Flooding in defined channels is confined to segments of improved channels where the flows have been concentrated, and adequate flood-control facilities have been constructed. Flooding from ponding is created by manmade obstructions to flow, mainly east-west interstate highway construction and east-west railroad berms. This situation occurs at both the Southern Pacific and Union Pacific railroads along San Antonio Drain, and at the Southern Pacific railroad main line by the old Ontario Motor Speedway Drain, Day Creek, and East Etiwanda Creek. Ponding also occurs behind Interstate Highway 10 at the old Ontario Speedway Drain crossing. Depth in these ponding areas would reach a maximum of three feet for the 100 year storm. Sheet flow flooding occurs

through the most developed areas of the City. It occurs when capacities of existing channels are exceeded, or when upstream conditions are such that major portions of the peak flows leave the low-flow drainage patterns and flow overland in undefined flow paths at significant depths and high velocities. Sheet flow flooding is the major source of damage during floods of record.

The only dam that poses a threat to the City of Ontario is the San Antonio Dam located in the foothills north of the City. The San Antonio Dam is an earthfill dam, 3,850 feet long and 160 feet high. Its planned capacity is 9,285 acre feet. San Antonio Dam is a flood control dam, and is rarely if ever filled to capacity. As a rule, it is usually empty. In order to pose a significant threat to the community, a set of clearly defined circumstances with a low order of probability would have to occur simultaneously. Generally, these circumstances are:

- Dam must be filled to capacity, or near capacity. This occurs only in periods of prolonged, heavy precipitation.
- The dam is breached. This would be caused by structural failure due to erosion, sabotage, or groundshaking during an earthquake.

Consequently, dam failure is not considered a significant threat to the City of Ontario.

GOAL 2.0: Identify and reduce flood-related hazards and risks.

Policy 2.1: Continue to participate in the National Flood Insurance Program.

Policy 2.2: Coordinate flood control efforts with jurisdictions to the north and south. Encourage drainage improvements there which reduce sheet flow in Ontario.

Policy 2.3: Continue to request modification of Flood Insurance Rate Maps to reflect completed flood control improvements.

Policy 2.4: Participate in local and sub-regional flood control improvement projects.

Policy 2.5: Require local drainage-related improvements as part of new development approvals.

3.3 FIRE HAZARDS

Issue Summary

The most serious fire threats within Ontario are man-caused or disaster related, frequently magnified by climatic conditions. Major problems include structural fires due to aged or faulty electrical wiring; lack of built-in fire protection, and use of highly combustible construction materials or finishes; toxic materials contained within buildings; the lack of access and adequate water supplies in older residential, commercial, and industrial areas; and the situations which require emergency medical intervention. Through Mutual Aid Agreements with surrounding fire agencies, Ontario receives assistance when available. Transportation emergencies related to air, rail, and the Interstate system, pose unique threats which must be faced by fire protection resources.

Ontario has several fire stations. Sworn fire fighters are assigned City-wide to fire station facilities. Response times within most developed areas are less than five minutes. The Department has pointed out that the developing sections of the City may have a response time exceeding the City-wide five minute response standard. The City has adopted policies to assure that fire protection facilities are addressed in continued development of the community.

New fire facilities must be incorporated consistent with new development and related service demands. Fire, flood, earthquake, hazardous materials, emergency medical, or other hazard mitigation actions are problem areas to be addressed. Future development will include high-rise buildings, commercial centers, industrial, and residential uses. New fire facilities must be built to accommodate growth in Ontario's developing areas to avoid adverse impact on fire protection services.

GOAL 3.0: Protect life and property in Ontario from urban fires.

Policy 3.1: Develop fire facilities to ensure levels of service consistent with City policies.

Policy 3.2: Maintain a program of fire related codes, enforcement, incident investigation and public awareness education to reduce the incidence of hostile fire or hazardous materials accidents within our community.

Policy 3.3: Stipulate procedures for fire and related emergencies in the Disaster Preparedness Plan.

Policy 3.4: Continue to coordinate fire prevention, control, and training activities with adjacent communities and with Ontario International Airport.

Policy 3.5: Maintain a City-wide response time of five minutes or less for existing and new development.

Policy 3.6: Continue Fire Department review of proposed new development.

Policy 3.7: Development shall be consistent with City fire flow requirements.

Policy 3.8: To ensure the health, safety and welfare of the community, development must be consistent with the fire and life-safety objectives of the City.

Policy 3.9: Continue to require a minimum of 26 feet of clear drive space and an outside turning radius of 55 feet (38 foot inside turning radius) to facilitate emergency vehicle access.

3.4 DUST, HIGH WIND AND BLOWSAND

Issue Summary

The City is subject to strong winds between September and April and at unexpected times throughout the year. Hazards resulting from these winds include property damage, fire conflagration potential, wind tunneling and channeling effects

of buildings, and blowing sand and soil. Of these hazards, fire conflagration and blowing sand and soil are the most serious.

A Soil Erosion Control Area covers much of eastern Ontario, as shown in Figure HA-3. Grading, plowing or other soil disturbance within this area is regulated by County ordinance and requires a permit from the San Bernardino County Department of Agriculture. Non-agricultural projects larger than 15 acres must submit a comprehensive dust control plan to be granted a permit.

Under a County-sponsored strengthening of its enforcement program, the Department of Agriculture will authorize Ontario grading and building inspectors to monitor compliance within the City, and if necessary suspend work on jobs where requirements have not been met. This will be an opportunity for City staff to take a more active role in controlling a serious local hazard. The City can also reinforce County efforts by incorporating dust control measures into its own permit conditions.

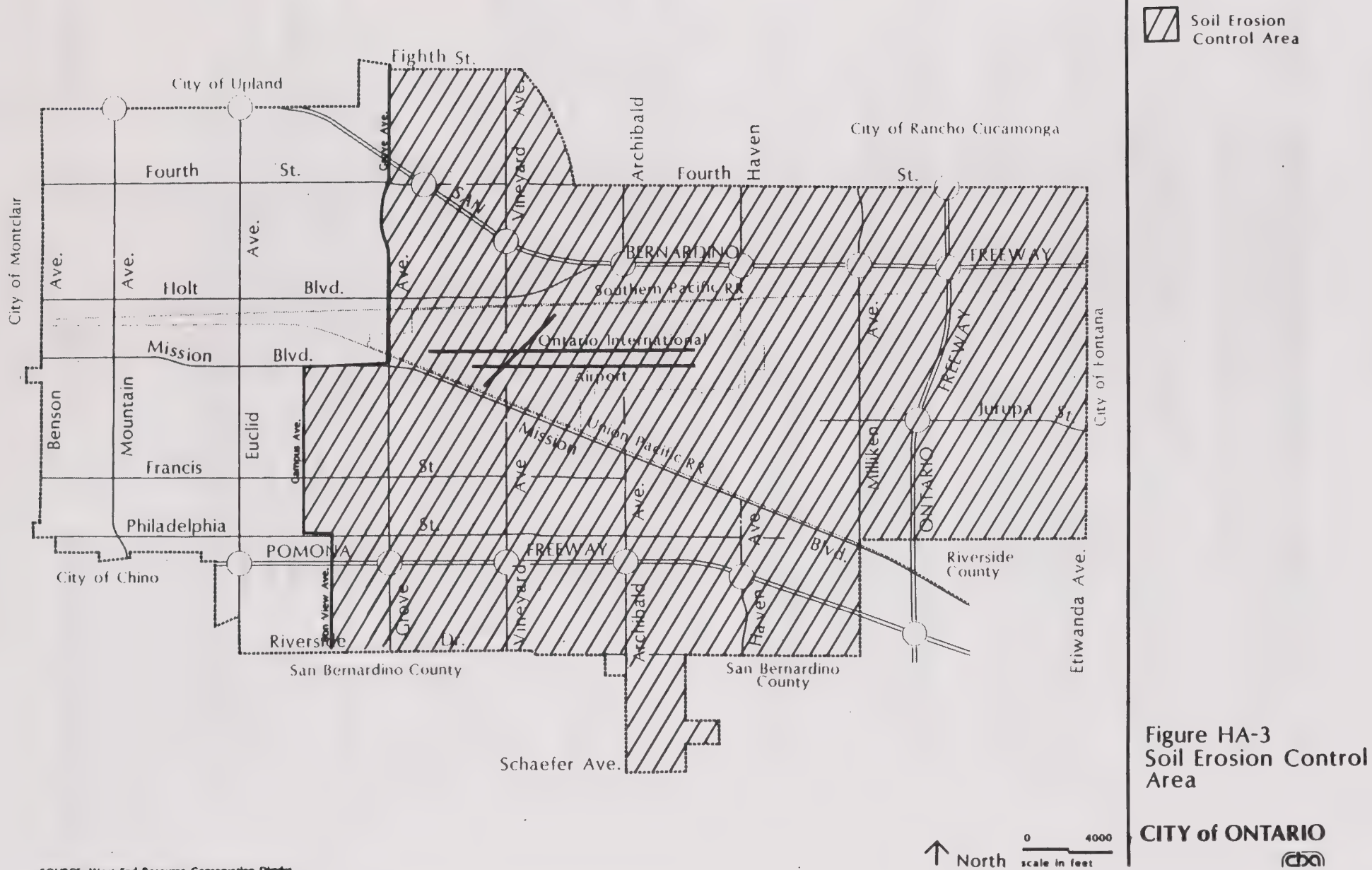
GOAL 4.0: Reduce damage to life and property from dust, wind and blowsand.

Policy 4.1: Require new development to demonstrate permits from the Agricultural Commissioner's Office and comply with their provisions before issuing permits for new construction within the Soil Erosion Control Area.

Policy 4.2: Support County enforcement efforts by requiring city inspectors to monitor construction sites for adherence to dust control programs.

Policy 4.3: Require that developers clear only "necessary" acreage during construction. Acreage cleared should reflect the prospect of development in the immediate future as well as the contractor's ability to control windblown dust during a high wind episode.

Policy 4.4: Incorporate mandatory dust control measures similar to those required by the County into the City Development Code, including:



- pre-watering and 24 hour sprinkler irrigation on jobsites;
- vegetative cover with temporary irrigation on idle lands after grading is complete;
- watering with reclaimed water is encouraged.

Policy 4.5: When evaluating projects less than 15 acres that do not require a County-mandated dust control plan, determine whether the site poses a particular dust control hazard due to soils, topography or the existence of sensitive uses nearby. Require a City-approved dust control plan if local conditions warrant.

Policy 4.6: Perimeter landscape buffer areas should be installed for all development within wind zones.

Policy 4.7: Ensure Fire Department review of projects within the high wind hazard area to mitigate potential wind driven fire loss by application of fire protection standards.

3.5 HAZARDOUS MATERIALS

Issue Summary

State of California General Plan guidelines define hazardous materials as "injurious substance(s), including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals and nuclear fuels." The City of Ontario contains many industries which use, produce and store a variety of hazardous materials. The most prevalent toxics and hazardous materials in Ontario include chemicals used in some manufacturing plants, pesticides and animal waste from agricultural uses, aviation fuel in storage at Ontario International Airport, and illegal dumping of hazardous materials.

In addition, hazardous materials pass through Ontario en route to other destinations via the City's freeway, rail and air transportation corridors. However, Ontario has no direct authority to regulate the transport of hazardous materials on interstate rail lines, highways or by air. Transport of hazardous materials by truck and rail is regulated by the U.S. Department of Transportation through National Safety

Standards. Federal safety standards are also included in the California Administrative Code. The California Health Services Department regulates hazardous waste haulers only.

GOAL 5.0: Minimize risks to life and property associated with handling, transporting, treating, generating, and storage of hazardous materials.

Policy 5.1: Incorporate the County of San Bernardino Hazardous Waste Management Plan (HWMP) by reference to regulate local users, and adopt a Hazardous Waste Ordinance which sets forth siting criteria for hazardous waste facilities tailored to the needs of the City of Ontario.

Policy 5.2: Vigorously prosecute unlicensed dumping of toxic or hazardous materials into the ground or water in Ontario. Increase the fines levied for illegal dumping. Encourage citizens to report dumping when they observe it.

Policy 5.3: Support the efforts to enforce State "right to know" laws, which outline the public's right to information about local toxics producers.

Policy 5.4: Prohibit construction of new residential development near businesses producing, using or storing hazardous materials.

Policy 5.5: Through the planning and code enforcement process, establish standards for storage and use of industrial chemicals and other potentially hazardous substances.

Policy 5.6: Minimize the amount and toxicity of hazardous waste and materials generated in the City by encouraging recycling, source reduction technologies, and educational assistance to local residents, commercial and industrial handlers.

Policy 5.7: Prohibit disposal of all untreated and recyclable hazardous waste within the landfill.

Policy 5.8 Ensure the safe transportation of hazardous materials and waste by defining a consistent and integrated routing network for the transportation of hazardous materials and waste between manufacturers users, generators and local

treatment, storage and repository facilities within the City of Ontario.

Policy 5.9: Establish a comprehensive notification system which requires transporters to notify emergency responders and adjacent municipalities on the shipment of extremely hazardous substances in the event of an accidental spill or release.

Policy 5.10: Discourage the transport of hazardous materials and substances through residential areas, routes with dense immobile populations such as hospitals and schools, as well as environmentally sensitive areas.

Policy 5.11: Discourage the transport of hazardous waste and materials along routes with infrastructure linked to water resources and/or facilities..

Policy 5.12: Adequately buffer hazardous waste facilities from residences, immobile populations, public facilities, and environmentally sensitive areas to ensure the protection of the public health, safety and welfare.

Policy 5.13: Establish an effective/expeditious application review process utilizing a uniform set of criteria for the siting of hazardous waste facilities that includes extensive public participation and coordination with State and County agencies to protect public health, safety and the environment.

Policy 5.14: Restrict hazardous waste facilities in areas which contain recreational, cultural, or aesthetic resources, unstable soils, areas which serve as principal water recharge, aquifers, prime agricultural lands or threatened rare/endangered species.

Policy 5.15: Identify new businesses or industries which consume or produce significant quantities of hazardous materials, and develop appropriate standards.

Policy 5.16: Request information from Southern Pacific and Union Pacific about the frequency of transport of hazardous materials through Ontario and what kinds of precautions are taken to ensure safety. Review railroad emergency procedures in the event of a rail accident involving hazardous materials. Work with railroads to ensure rail safety along lines used to transport hazardous materials.

Policy 5.17: Ensure emergency response plans are developed to address the hazardous materials contingencies.

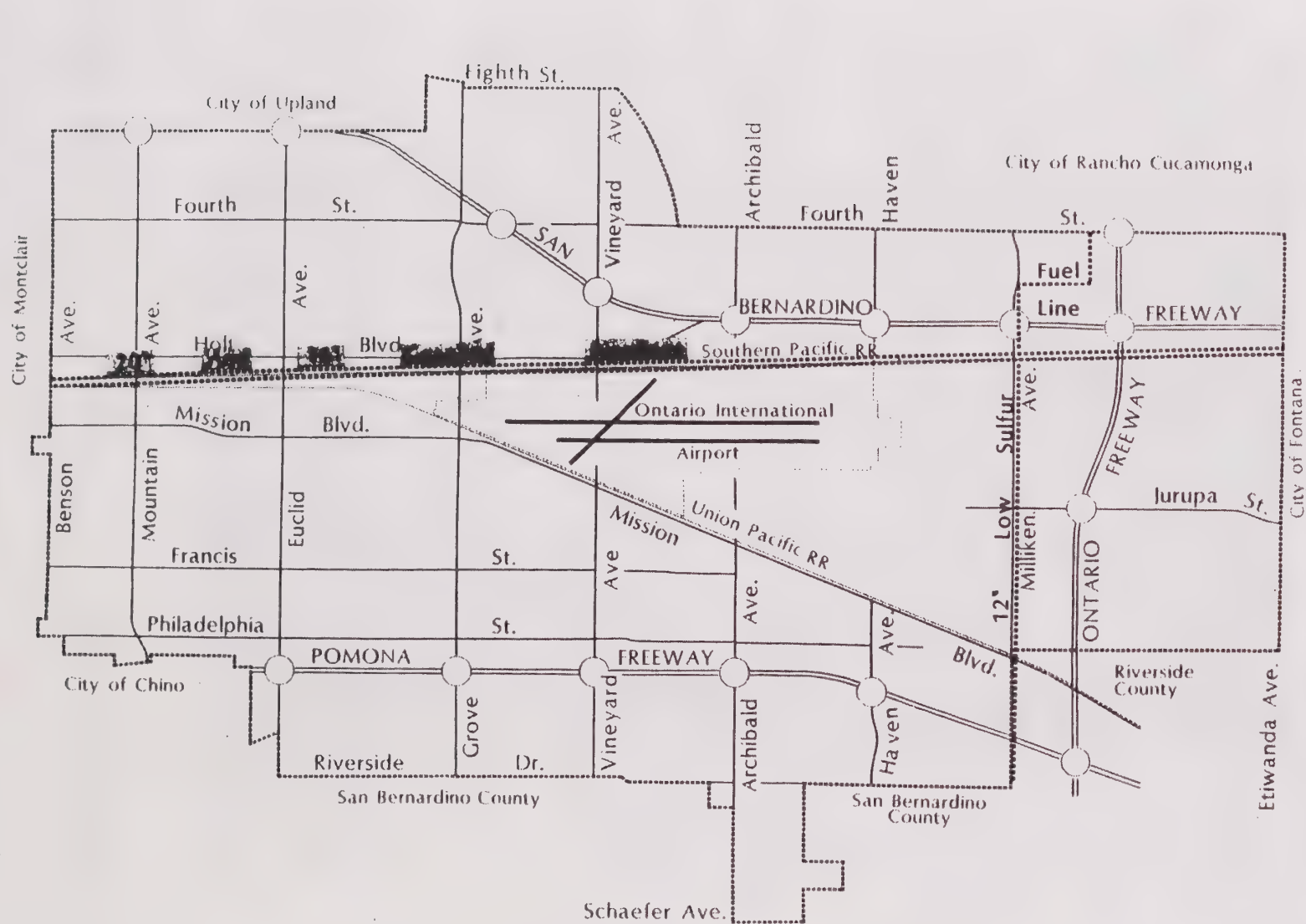
3.6 PIPELINES

Issue Summary

Recent events have heightened public awareness of large diameter pipelines that traverse Ontario (and other communities). These lines transport petroleum products, all of which have some potential for rupture or explosion. There are two major pipeline corridors that traverse Ontario, as shown in Figure HA-4. Santa Fe Pacific Pipeline Partners L.P. owns two gasoline pipelines that run east/west, within the Southern Pacific Railroad right-of-way. A 20-inch line originating in Carson carries gasoline, diesel fuel and aviation fuel. The line terminates in Phoenix and provides about 90 percent of Arizona's gasoline. It also supplies most of the aviation gasoline for Ontario International Airport. A 16-inch line originating in Norwalk parallels the 20-inch line and carries jet fuel to a storage complex in Rialto. From there the jet fuel is piped to Norton and March Air Force Bases.

The pipelines enter the City at Benson Avenue on the west, parallel the northern side of the Southern Pacific right-of-way to Ontario International Airport, where they parallel the southern side of the Southern Pacific right-of-way, parallel the northern side of the right-of-way beyond Ontario International, and exit the City at Etiwanda. Operating pressures range between 300-400 psi. The lines are buried a minimum of 42 inches below grade, with the exception of the traffic underpass at Grove Avenue. At this location, the lines are encased in a concrete pipe and attached to the side of the bridge. A breached line in or near the City could pose a serious threat to life and property, particularly in those areas closest to the railroad right-of-way.

Southern California Edison Company operates a low sulfur fuel oil pipeline that traverses the eastern portion of the City and serves the Edison Steam Generation Plant on Etiwanda Avenue in Rancho Cucamonga. The line enters the southern portion of the City at Milliken Avenue, travels north under Milliken to Inland Empire Boulevard, east to Rochester



Petroleum Pipelines

Figure HA-4
Petroleum Pipelines

CITY of ONTARIO

↑ North
0 4000
scale in feet



Avenue, then north to the city limits. The pipeline is 12 inches in diameter, with an operating pressure of 500 psi. A parallel 8-inch line is not presently in use for petroleum transport.

The Office of Pipeline Safety of the U.S. Department of Transportation is the primary agency responsible for inspection and maintenance of pipelines running through Ontario. Although the City does not have regulatory mandate over these pipelines, it can, however, control land use within the areas most affected by these pipelines.

The Transportation Research Board of the National Research Council has published a special report (# 219) entitled *Pipelines and Public Safety*. The following analysis is taken from that document, pages 66-67.

"Federal regulations prohibit locating liquids pipelines within 50 feet of any private dwelling, industrial building or place of public assembly unless 12 inches of cover are provided, in addition to the three feet normally required over the pipeline. This setback, however, pertains only to the siting of new pipelines. The Federal Housing Administration denies financing for any residential structure located less than 10 feet from the outer boundary of a liquids or gas transmission pipeline easement. Pipeline easements range between 50 and 100 feet, so the effective setback [from the centerline of the pipe] would be between 35 and 60 feet. The setback distance appears to be based on industry practice.

The American Petroleum Institute recently conducted an analysis of the damage radius of liquids pipeline accidents. The analysis showed that 67 percent of the deaths and damage and 75 percent of the injuries caused by liquids pipeline failures took place within 150 feet of the point of discharge. These results could be interpreted to provide support for minimum building setbacks of 150 feet from existing pipelines to provide a good margin of safety."

GOAL 6.0: Minimize risks to life and property from pipelines transporting petroleum products.

Policy 6.1: Ensure that the Fire Department and other disaster response agencies have access to route, depth and shut-off information about each line.

Policy 6.2: Consult with agencies operating these lines as well as the Public Utilities Commission and Office of Pipeline Safety of the Department of Transportation to determine real potential for explosion or rupture in case of accident or earthquake.

Policy 6.3: For new development of habitable structures, establish a minimum building setback of 50 feet from existing pipelines or new, established pipeline routes. The setback shall apply in all circumstances, except at the discretion of the City Council. When the requirement would preclude reasonable development of the property, the City Council may relax the minimum setback requirement to accommodate the affected property. The City will encourage consolidation of properties subject to this requirement and will encourage new development projects to locate parking, storage, etc. within the setback area. Whenever development is proposed within 150 feet of petroleum pipelines, site plans must clearly show pipeline location and all measures proposed to mitigate all potential safety hazards.

No reduction of the minimum setback requirement will be granted unless the applicant therefore agrees to defend, indemnify and hold harmless the City and its officers and employees from and against any and all claims for injury or death of any person or damage or destruction of any property of anyone or any entity arising from growing out of, or pertaining to any incident of any nature involving the pipeline from which the minimum setback was reduced. By accepting such indemnification, the City and its officers and employees do not waive any statutory immunity which they may have for exercising their discretion in granting a reduction from the minimum setback requirement.

Policy 6.4: Ensure that the Disaster Preparedness Emergency Plan includes procedures to deal with a pipeline accident.

3.7 EMERGENCY PROCEDURES

Issue Summary

The City of Ontario has completed a Disaster Preparedness Emergency Plan, which documents City policies to respond to major emergencies which threaten life, safety and belongings.

Public schools function as emergency shelters in time of disaster. Persons living or working in an area struck by a disaster should report to the appropriate shelters, as directed by local public safety officials.

Definition of evacuation routes is dependent on the nature and extent of the disaster. Figure HA-5 shows generalized evacuation routes for Ontario. Not all routes are likely to be open in event of flood or earthquake. Residents and workers should proceed as directed by public officials.

The most important component of emergency preparedness is to ensure a basic supply of necessities in the home and workplace. Every home and business should have emergency provisions set aside for use in the event of earthquake or other major disaster, including food and potable drinking water.

GOAL 7.0: Ensure the continuity of vital services and functions in an emergency.

Policy 7.1: Maintain and regularly review and update the City's Disaster Preparedness Emergency Plan.

Policy 7.2: Participate in regional emergency preparedness planning.

Policy 7.3: Sponsor and support public education programs for emergency preparedness and disaster response. Distribute information about the emergency plan to community groups, schools, churches and business associations. Hold emergency drills in various parts of Ontario to test the effectiveness of emergency preparedness plans.

Policy 7.4: Include procedures for response to aircraft, rail, pipeline and hazardous material accidents in the Emergency Plan.

Policy 7.5: Maintain community shelter plan and implementation capability as specified in the Disaster Preparedness Emergency Plan. Figure HA-6 shows potential community shelters.

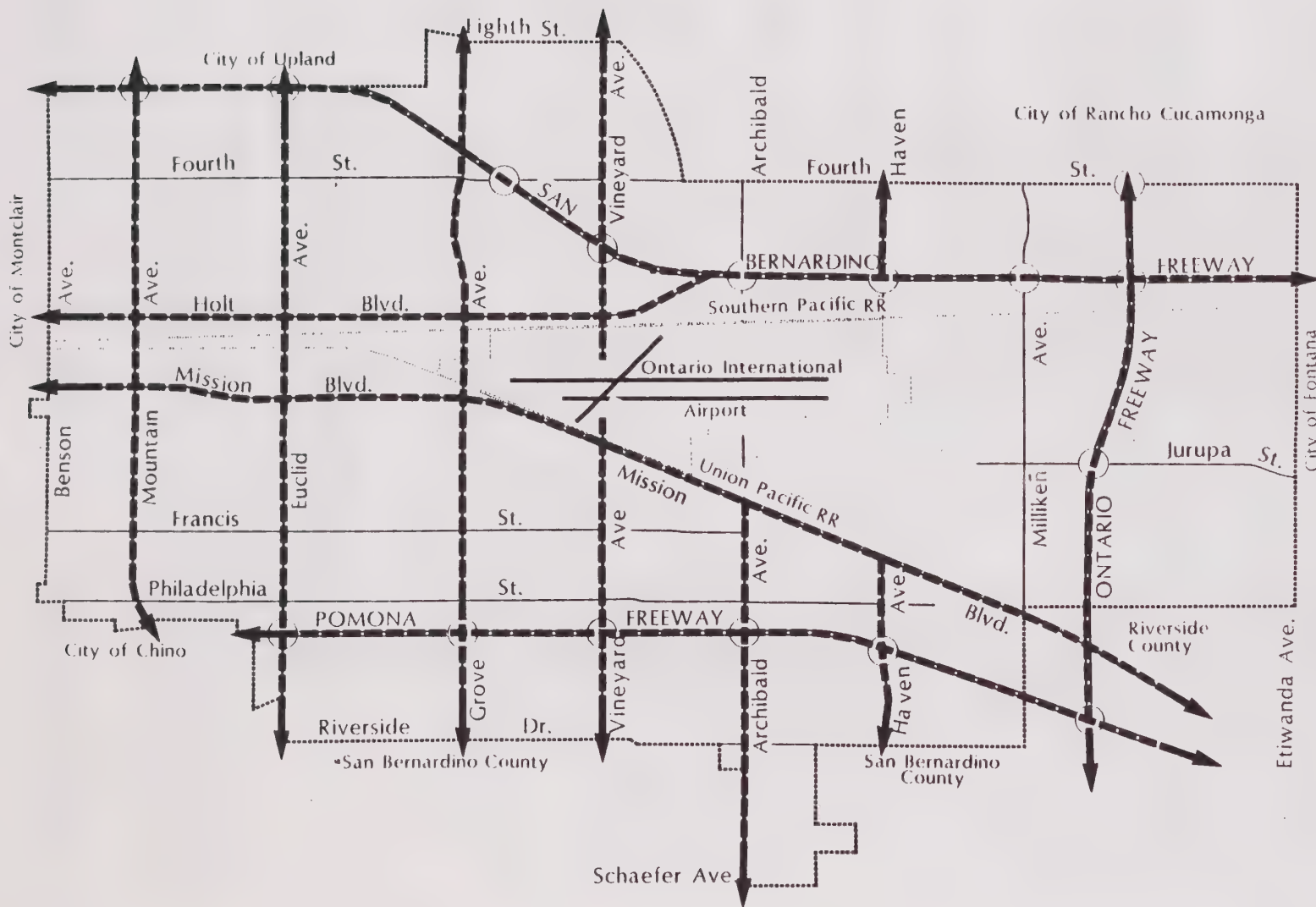


Figure HA-5
Evacuation Routes

CITY of ONTARIO



↑ North
0 4000
scale in feet

3.8 RISK ASSESSMENT

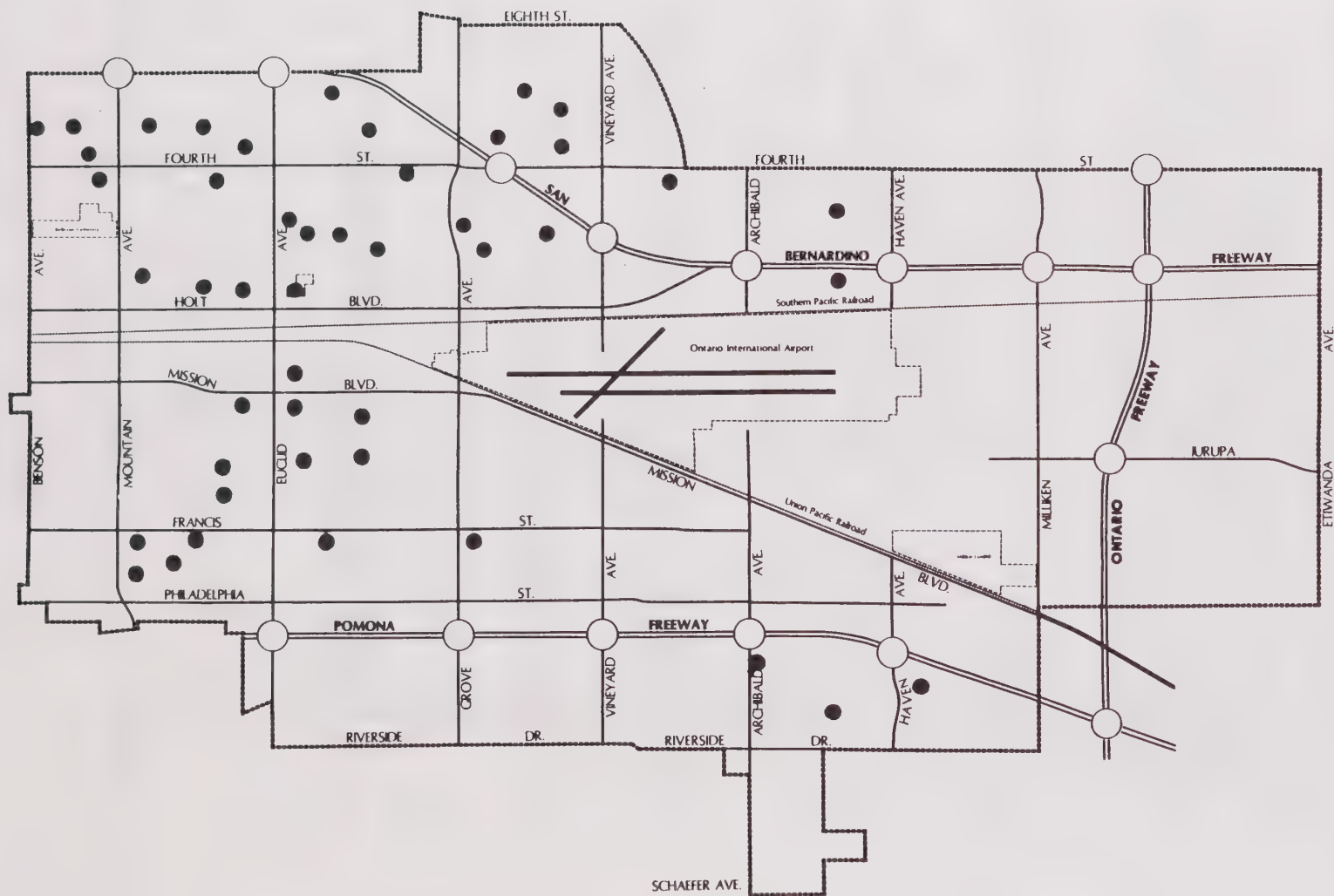
The precise nature and level of risk to the community for various hazards is dependent on a variety of environmental and cultural factors. For example, proximity of a structure to an earthquake fault does not necessarily determine the potential for damage to that structure. Groundwater levels, soil composition and geologic substructure are environmental factors which can influence the potential for structural damage and loss of life during a seismic event.

An assessment of the risk potential for hazards in Ontario is provided on Table HA-1. Included on the table are the expected geographic extent and expected levels of emergency response needed to deal with the event. Each potential hazard to the public safety has been assessed according to the following levels of risk:

- **Low Risk:** The level of risk below which no specific action is deemed necessary. The occurrence of a specific event is unlikely.
- **Medium Risk:** The level of risk above which specific action is required to protect life and property, though the probability of the event taking place is low to moderate.
- **High Risk:** Risk levels are significant and occurrence of a particular emergency situation is highly probable or inevitable.

The "scope of risk" refers to the geographic area that could be potentially affected with the occurrence of one of the hazards. The scope of risk also includes three levels:

- **Local:** The affected geographic area that is directly affected is localized or site specific;
- **Citywide:** The affected area includes a significant portion or all of the City; and
- **Regional:** The affected area includes the entire City as well as the surrounding region.



SOURCE: City of Ontario
Disaster Preparedness Plan, June 1990.

Figure HA-6
Potential
Community Shelters

CITY of ONTARIO



↑ North

0 6250
scale in feet

Environmental Hazard	Potential of Occurrence			Scope of Risk			Emergency Response		
	Low	Medium	High	Local	City	Regional	Level I	Level II	Level III
Earthquake									
Surface rupture		●		●				●	●
Liquefaction		●		●				●	●
Ground-shaking			●			●		●	●
Slope failure	●								
Tsunami	●								
Dam Failure	●					●		●	●
Landslide	●								
Flooding									
Local ponding		●		●			●		
50 year flood		●		●		●	●	●	
100 year flood		●			●	●		●	●
Fire									
Commercial		●		●				●	
Industrial		●		●				●	
Chemical		●		●	●			●	
Pipeline		●		●				●	
Subsurface	●			●			●		
High-rise	●	●		●			●	●	
Residential	●		●	●			●	●	
Chemical Contamination									
Road spill		●		●	●			●	
Airborne	●	●		●	●		●	●	
Subsurface		●			●		●	●	
Radiological		●			●			●	
Severe Airborne Pollution Episode			●			●		●	
Major Accident									
Industrial		●			●			●	
Major road			●	●				●	
Aircraft		●	●		●			●	
Railway		●			●			●	
Water Shortage		●				●		●	

The State Office of Emergency Services (OES) has established three levels of emergency response to peacetime emergencies, which are based on the severity of the situation and the availability of local resources in responding to that emergency. The three levels of emergency response include:

- **Level 1:** A minor to moderate incident wherein local resources are adequate in dealing with the current emergency.
- **Level 2:** A moderate to severe emergency where local resources are not adequate in dealing with the emergency and mutual assistance would be required on a regional or statewide basis.
- **Level 3:** A major disaster where local resources are overwhelmed by the magnitude of the disaster and State and Federal assistance are required.

Those hazards of greatest concern to Ontario residents are evident from the examination of the "level of risk" columns in Table HA-1.

Ontario's greatest potential risks involve events with a medium or high likelihood of occurrence where consequences exceed the immediate local area. These hazards are:

- groundshaking;
- chemical or hazardous materials contamination;
- air pollution;
- industrial and transportation accidents; and
- water shortage.

This classification of hazards should be reviewed and updated periodically when the Disaster Preparedness Plan is re-evaluated.

The City's Disaster Preparedness Plan contains a hazard analysis and response level procedures consistent with the concept stated above.

3.9 NOISE ¹

The Noise Section of the Hazards Element is a comprehensive program for including noise control in the planning process. It is a tool for local planners to use to achieve and maintain compatible land use with environmental noise levels. It also identifies noise sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing programs to insure that Ontario residents will be protected from excessive noise intrusion.

The Noise Section follows the recently revised State guidelines in the State Government Code Section 653021(g) and Section 46050.1 of the Health and Safety Code. It quantifies the community noise environment in terms of noise exposure contours for both near and long-term levels of growth and traffic activity. The information contained in this document provides the framework to achieve compatible land uses and provide baseline levels and noise source identification for local noise ordinance enforcement.

The Section is organized consistent with the State Noise Element Guidelines. Included in the General Plan is a glossary that defines a number of key terms used in noise assessments. The Noise Section is organized as follows:

- **Introduction** presents the noise issues in the City that are to be addressed within the Noise Section.
- **Findings** section summarizes the noise environment and the implementation programs to minimize noise and land use conflicts.
- **Inventory of Current and Forecast Conditions** describes the existing and future noise levels in the City.
- **Goals and Policies** defines the goals of the Noise Section, and presents the policies and programs to be implemented by the City to achieve the goals of the Noise Section.

¹This Section prepared by Mestre Greve Associates. Refer to the Airport Environs Element for information related to airport noise.

Introduction

Within the City of Ontario are a number of transportation related noise sources including freeways, arterial roadways, aircraft and railroads. The freeways include the San Bernardino Freeway (I-10), the Ontario Freeway (I-15), and the Pomona Freeway (SR-60). Heavily traveled railroads exist within the City boundaries as does a major international airport. These are some of the major contributors of noise in Ontario. Cost-effective strategies to reduce their influence on the community noise environment are an essential part of the Noise Section.

Information relative to the existing and forecast noise environment within Ontario should be integrated into future land use planning decisions. The Hazards Element presents the noise environment in order that the City may include noise impact considerations in development programs.

Residential land uses and areas identified as noise sensitive must be protected from excessive noise from transportation and non-transportation noise sources. The impacts of non-transportation noises are most effectively controlled through the enforcement and application of the City's noise regulations.

Findings

Ontario International Airport is a significant source of noise within the City. Existing and forecast noise contour maps are included in the Airport Environs Element, Chapter 4.

The predominant noise sources in Ontario, as in most other communities, are mobile sources, including motor vehicles, aircraft and trains. Three freeways and a number of arterials expose the City to significant noise levels, particularly in those areas directly adjacent to these sources. The freeways in the City are I-10 (the San Bernardino Freeway), I-15 (the Ontario Freeway), and State Route 60 (the Pomona Freeway). Major surface streets in the City include: Benson Avenue, Mountain Avenue, San Antonio Avenue, Euclid Avenue, Campus Avenue, Grove Avenue, Vineyard Avenue, Archibald Avenue, Turner Avenue, Haven Avenue, Milliken Avenue, Etiwanda Avenue, 6th Street, 4th Street, G Street, Holt Boulevard, Mission Boulevard, Phillips Street, Airport Drive, Jurupa Street, Francis Street, Philadelphia Street, Walnut Street and Riverside Drive.

Ontario International Airport operations expose the city to significant aircraft noise levels. In addition, Union Pacific and Southern Pacific railroad lines bisect the city and are also significant sources of noise. A Santa Fe line runs parallel to and north of Eighth Street through Upland and Rancho Cucamonga. However, a portion of this line runs along the northernmost boundary of Ontario, thus constituting a significant source of noise for the residential areas south of Eighth Street. To a lesser degree, the City is also exposed to noise emanating from sources such as industrial, commercial, construction and human activities.

Noise affects all types of land uses and activities, although some land uses are more sensitive to high noise levels than others. Land uses in Ontario identified as noise sensitive include residences of all type, hospitals, rest homes, convalescent hospitals, churches and schools. The most highly impacted areas in Ontario are the residences located near Ontario International Airport.

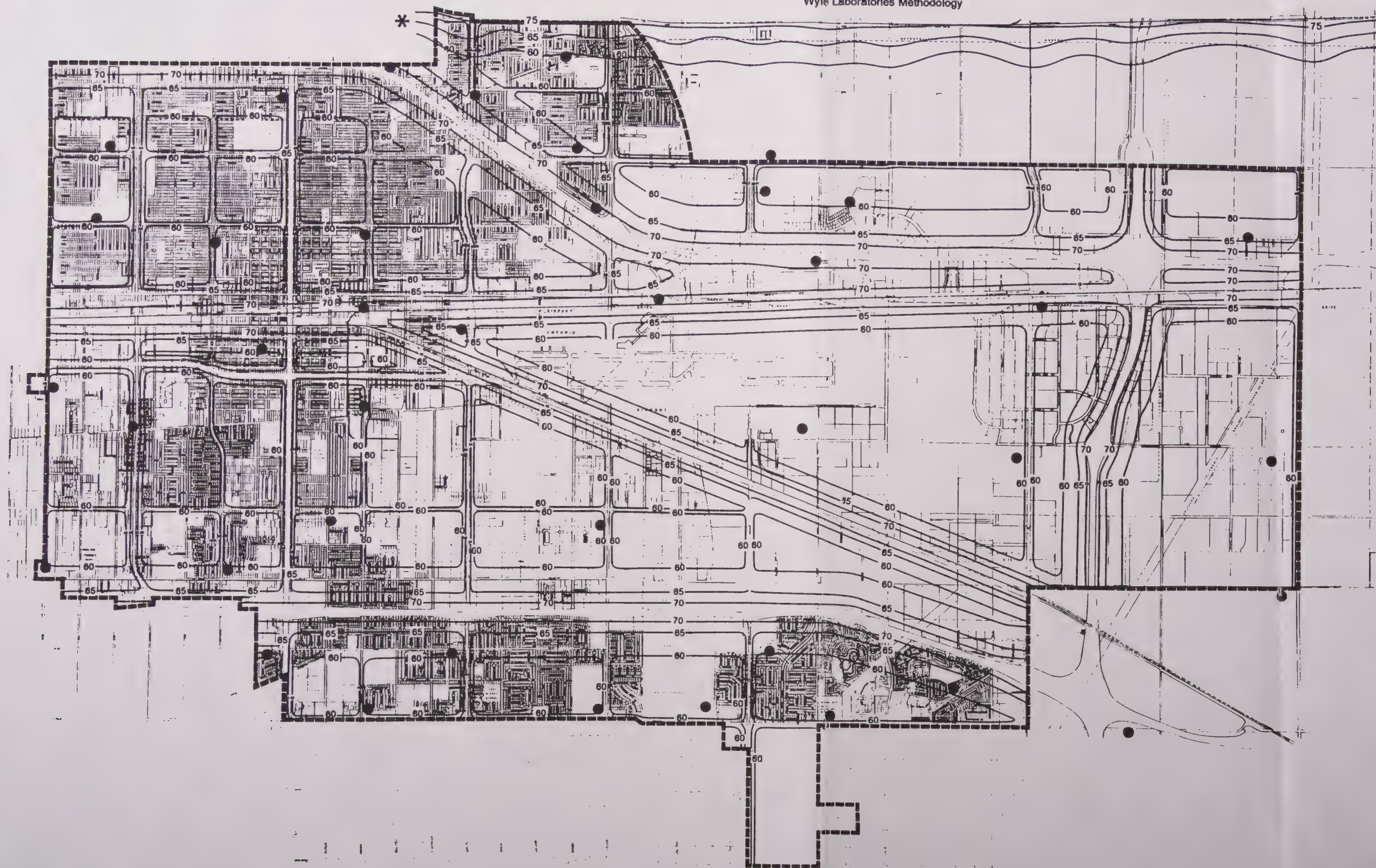
There are a number of homes also located adjacent to the freeways. However, the City of Ontario has for a number of years required that residential developments meet the 65 CNEL exterior noise level standard. Attention should be paid to the mitigation of any older developments presently exposed to noise considered excessive by the City of Ontario as well as the future areas and developments that will be exposed to excessive noise levels.

The noise environment for Ontario can be described using noise contours developed for the major noise sources within the City. The contour maps, for traffic and rail noise, developed for existing (1989) conditions and 20 year forecast conditions (2010), are reproduced in Figure HA-7 and HA-8 respectively. The 65 CNEL contour represents the level for which any new residential land uses will require mitigation in order to comply with local noise standards.

A local government has little direct control of transportation noise at the source. Since mobile sources are Ontario's primary noise contributors, the City's ability to regulate its noise environment is constrained. State and Federal agencies have the responsibility to control the noise from the source, such as vehicle noise emission levels. Where the City cannot prevent development of incompatible land uses in noise impacted areas, the most effective method available to the City to mitigate transportation noise and reduce the impact of the noise onto the community is through the construction of noise barriers and by site design review.

* NOTE: Source for Contours is 1975 Noise Contours for Railroad Sources, Wyle Laboratories Methodology

● Noise Measurement Locations

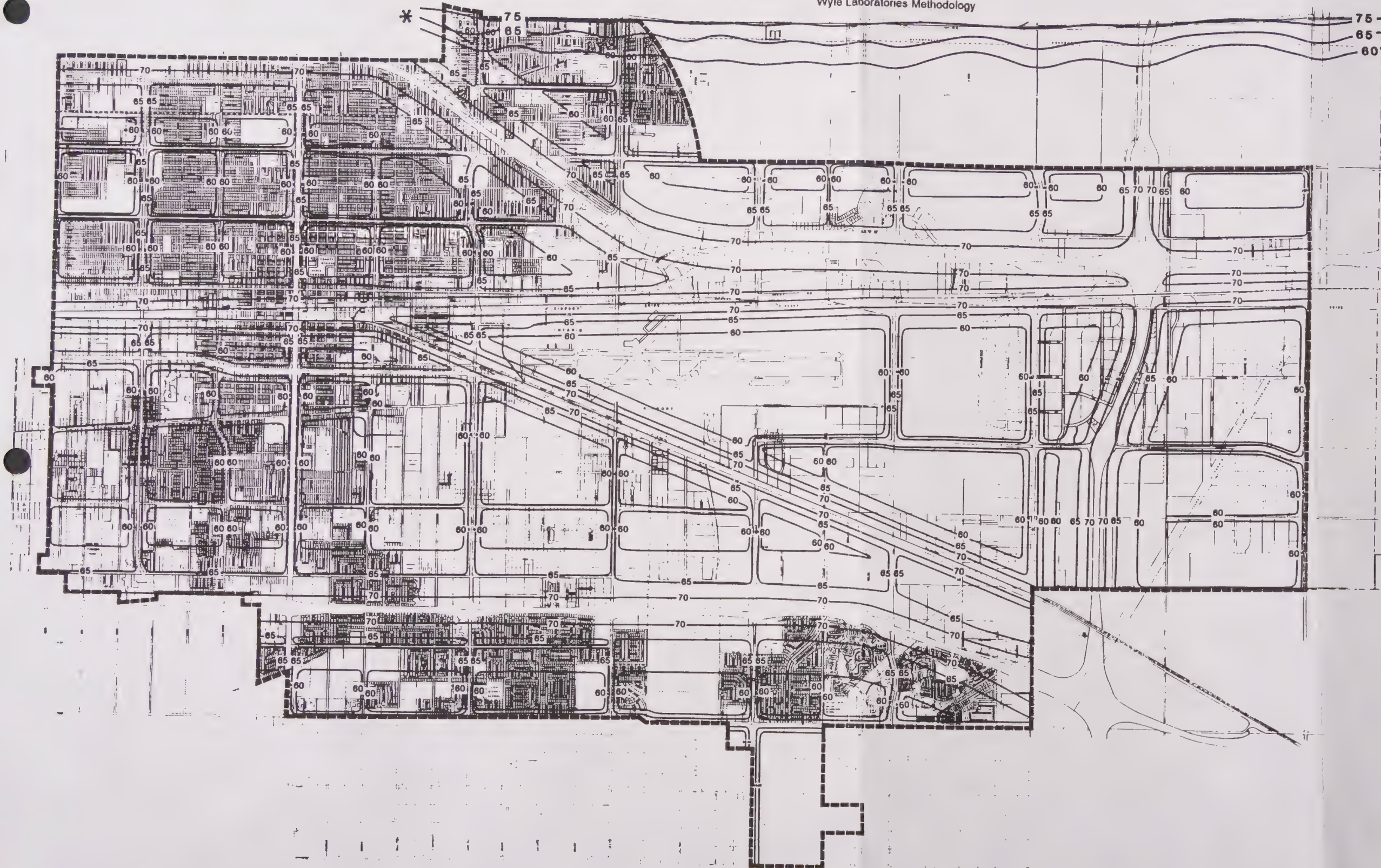


Note: These contours reflect motor vehicle and rail noise sources only. For aircraft noise contours, see Airport Environs Element.

Figure HA-7
Existing CNEL
Noise Contours of
Freeways, Major
Arterials and Railroads

* NOTE: Source for Contours is 1975 Noise Contours for Railroad Sources, Wyle Laboratories Methodology

● Noise Measurement Locations



Note: These contours reflect motor vehicle and rail noise sources only. For aircraft noise contours, see Airport Environs Element.

Figure HA-8
Future CNEL
Noise Contours
of Freeways,
Major Arterials and
Railroads at
General Plan Buildout
Year 2010

Mitigation through the design and construction of a noise barrier (wall, berm, or combination wall/berm) is the most common way of alleviating traffic noise impacts. The effect of a noise barrier is critically dependent on the geometry between the noise source and the receiver. A noise barrier effect occurs when the "line of sight" between the source and receiver is penetrated by the barrier. The greater the penetration, the greater the noise reduction.

Noise concerns should be incorporated into land use planning to reduce future noise and land use incompatibilities. This is achieved by establishing standards and criteria that specify acceptable limits of noise for various land uses throughout the City. These criteria are designed to integrate noise considerations into land use planning to prevent noise/land use conflicts. Figure HA-9 presents criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the basis for the development of specific Noise Standards. These standards, shown in Table HA-2, present the City policies related to land uses and acceptable noise levels. These exhibits are the primary tools which allow the City to ensure integrated planning for compatibility between land uses and outdoor noise.

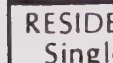


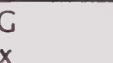
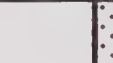

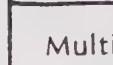
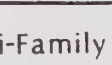
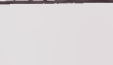
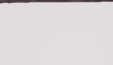
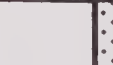

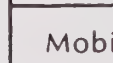

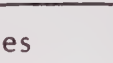
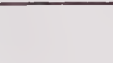
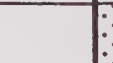


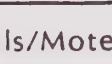
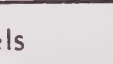
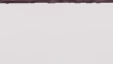
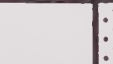




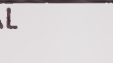
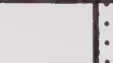

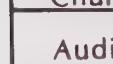
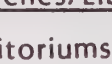
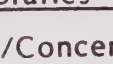

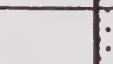



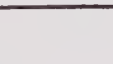
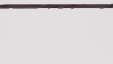
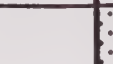

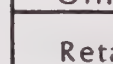


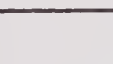
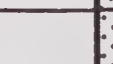



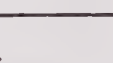
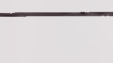
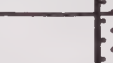


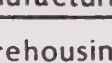
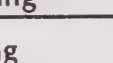
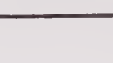
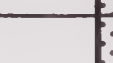


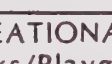
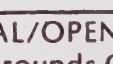

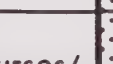

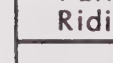
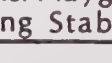
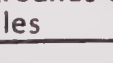
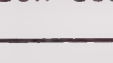
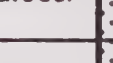

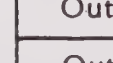
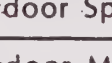
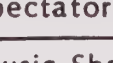
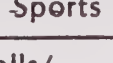


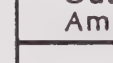
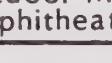
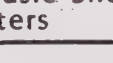
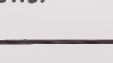
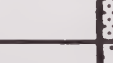


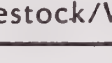




Inventory of Current and Forecast Conditions

This section contains a detailed description of the current and projected noise environment within the City.

Noise sensitive receptors include areas containing schools, hospitals, rest homes, long-term medical or mental care facilities, or any other land use areas deemed noise sensitive by the local jurisdiction.

Based upon the identification of the major noise sources and the location of sensitive receptors, a noise measurement survey was conducted. The function of the survey was threefold:

- To determine the existing noise levels at noise sensitive land uses;
- To provide empirical data for the correlation and validation of the computer modeled noise environment; and
- To obtain an accurate description of the ambient noise levels in various portions of the City.

LAND USE CATEGORY	COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)					
	55	60	65	70	75	80
RESIDENTIAL/LODGING Single Family/Duplex						
Multi-Family						
Mobile Homes						
Hotels/Motels						
PUBLIC INSTITUTIONAL Schools/Hospitals Churches/Libraries						
Auditoriums/Concert Halls						
COMMERCIAL Offices						
Retail						
INDUSTRIAL Manufacturing						
Warehousing						
RECREATIONAL/OPEN SPACE Parks/Playgrounds Golf Courses/ Riding Stables						
Outdoor Spectator Sports						
Outdoor Music Shells/ Amphitheaters						
Livestock/Wildlife Preserves						
Crop Agriculture						



CLEARLY ACCEPTABLE
No special noise insulation required, assuming buildings of normal conventional construction



NORMALLY ACCEPTABLE
acoustical reports will be required for major new residential construction. Conventional construction; with closed windows and fresh air supply systems or air conditioning, will normally suffice



NORMALLY UNACCEPTABLE
New construction should be discouraged. Noise/aviation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design



CLEARLY UNACCEPTABLE
No new construction should be permitted



City of Ontario

Figure HA-9
Land Use Compatibility Guidelines for Noise Impacts

LAND USE CATEGORIES		ENERGY AVERAGE CNEL	
CATEGORIES	USES	INTERIOR ¹	EXTERIOR ²
RESIDENTIAL	Single Family, Duplex, Multiple Family	45 ³	65
	Mobile Home	na	65 ⁴
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Hotel, Motel, Transient Lodging	45	65 ⁵
	Commercial Retail, Bank Restaurant	55	na
	Office Building, Research and Development, Professional Offices, City Office Building	50	na
	Amphitheatre, Concert Hall Auditorium, Meeting Hall	45	na
	Gymnasium (Multipurpose)	50	na
	Sports Club	55	na
	Manufacturing, Warehousing, Wholesale, Utilities	65	na
	Movie Theatres	45	na
INSTITUTIONAL	Hospital, Schools' classroom	45	65
	Church, Library	45	na
OPEN SPACE	Parks	na	65

INTERPRETATION

1. Indoor environment excluding: Bathrooms, toilets, closets, corridors.
2. Outdoor environment limited to:
 - Private yard of single family
 - Multi-family private patio or balcony which is served by a means of exit from inside.
 - Mobile home Park
 - Hospital patio
 - Park's picnic area
 - School's playground
 - Hotel and motel recreation area
3. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.
4. Exterior noise level should be such that interior noise level will not exceed 45 CNEL.
5. Except those areas affected by aircraft noise.

SOURCE: Mestre Greve Associates



City of Ontario

Table HA-2
Interior and Exterior
Noise Standards

The Technical Appendix, found in the General Plan EIR, provides a complete description of a series of comprehensive noise measurements made throughout Ontario.

Noise contours were determined from the traffic levels for these sources. The contours are expressed in terms of the Community Noise Equivalent Level (CNEL). The existing conditions scenario was derived from 1989 traffic levels and environmental conditions. Future conditions are presented for the 20 year time period to 2010.

Sources of Noise: The most common sources of noise in urban areas are transportation related noise sources. These include automobiles, trucks, motorcycles and aircraft. Motor vehicle noise is of concern because it is characterized by a high number of individual events which often create a sustained noise level and by its proximity to areas sensitive to noise exposure. Helicopter and fixed wing aircraft operations, though infrequent in areas not adjacent to the airport, may generate high noise levels that can be disruptive to human activity. Stationary noise sources include industrial and commercial centers such as manufacturing plants, commercial office facilities and shopping centers. The most significant sources of noise in the City are three freeways, Ontario International Airport and the three railroad lines.

Noise Sensitive Receptors: The City of Ontario has a number of public and private educational facilities, hospitals, convalescent homes and other facilities that are considered noise-sensitive. The distribution of these sensitive uses varies. Some are located in quiet residential areas; others are adjacent to the freeway. The most prevalent noise sensitive use within the City is residential use.

Community Noise Measurement Survey: The determination of the major noise sources and the identification of noise sensitive receptors provide the basis of developing a community noise survey. The results of the survey and the methodology used in the measurements are summarized in the Technical Appendix of the General Plan EIR.

Community Noise Contours: The noise contours for surface transportation for the City of Ontario were presented in Figures HA-7 and HA-8 for 1989 and 2010 conditions respectively. The contours are based on the existing and future conditions of traffic volume and other sources of noise in the community. The noise contours for Ontario International Airport for existing and future conditions are presented in the Airport Environs Element. The

methodology used for computing the noise contours is presented in the Technical Appendix of the General Plan EIR.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contours shown on the maps are the 60 and 65 CNEL noise level. The noise contours presented should be used as a guide for land use planning. The 65 dB CNEL contour describes the area for which new noise sensitive developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Section are achieved.

The contours presented in this report are a graphic representation of the noise environment. These distances to contour values are also shown in table format in the Technical Appendix of the General Plan EIR. Topography and intervening buildings or barriers have a very complex effect on noise travel, and therefore, on noise contours.

Summary of Noise Exposure: The noise sources in the City of Ontario could be divided into two basic categories, transportation and non-transportation sources. In this section of the Noise Section the transportation sources are further reduced to four sub-categories: freeways, major and minor arterial roadways, aircraft, and railroad sources. Each of these transportation sources, as well as stationary sources and their impacts on the noise environment of Ontario are summarized in the following paragraphs.

- **Freeways:** The major noise sources in the City of Ontario are the three freeways within the City limits. Adjacent land uses include residential, commercial, and light industrial uses. Most of the residential uses have been built with a noise attenuating barrier.
- **Railroad:** The three railroad lines and many spur lines are also major noise sources. Their impact is less than the freeway generally because the adjacent uses tend to be more industrial and less residential than along the freeway route. The most significant impact of the railroad is typically high single event noise for night time freight operations that pass through the City.
- **Major and Minor Arterial Roadways:** Traffic on surface streets is a significant source of noise within the community. The major roadways in the City include: Benson Avenue, Mountain

Avenue, San Antonio Avenue, Euclid Avenue, Campus Avenue, Grove Avenue. Vineyard Avenue, Archibald Avenue, Turner Avenue, Haven Avenue, Milliken Avenue, Etiwanda Avenue, 6th Street, 4th Street, G Street, Holt Boulevard, Mission Boulevard, Phillips Street, Airport Drive, Jurupa Street, Francis Street, Philadelphia Street, Walnut Street and Riverside Drive.

- **Aircraft Operations:** Aircraft operations are a significant source of noise within the City of Ontario. The Ontario International Airport is located in approximately the center of the City. Operations from the airport overfly many portions of Ontario (see Airport Environs Element).
- **Stationary Sources:** There are stationary noise sources throughout the City of Ontario. These include industrial sources such as manufacturing plants, processing plants, power generators, and construction and earth moving/grading activities. Commercial noise sources include mechanical equipment on commercial structures, mechanical equipment such as air compressors at service stations, and automobile repair shops. Stationary source noise associated with residential areas are primarily due to air-conditioners and pool/spa mechanical equipment.

GOAL 8.0: Provide for the reduction of noise where the noise environment is unacceptable.

Policy 8.1: Ensure the employment of noise mitigation measures in the design of arterial road improvement projects, consistent with funding capability.

Policy 8.2: Require the use of walls and berms or other noise mitigation measures in the design of residential or other noise sensitive land uses that are adjacent to major roads or railroads and include mitigation measures in the design of roadway improvement projects within the City.

Policy 8.3: Reduce transportation noise through proper design and coordination of transportation routing. Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.

Policy 8.4: Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through

coordination with the California Highway Patrol and Ontario Police Department.

Policy 8.5: Ensure that the Development Code, Circulation Component of the Infrastructure Element and Community Development Element of the General Plan fully integrate the policies adopted as part of this Noise Section. Coordinate all land use planning and design efforts in the environs of Ontario International Airport to be consistent with the noise levels for the airport. All noise sensitive land use inside the 65 CNEL contour should be designed to mitigate airport noise.

Policy 8.6: Monitor the progress and actively participate in the implementation of Ontario International Airport's Part 150 recommendations. This FAA sponsored program is designed to develop and implement noise control programs at the airport.

Policy 8.7: For helicopter facilities, enforce the utilization of flight paths of helicopters over the major arterials or other high noise zones and the avoidance of non-emergency low level flights over residential areas. Any proposed new facility, either public or private, must comply with accepted site selection criteria with respect to the noise environment--specifically, compliance with the Federal Aviation Guidelines for New Heliports (Ref: AC 150/5020-2). Maximum recommended cumulative sound levels (CNEL) due to the proposed operations of helicopters should not exceed the ambient noise level already present in the community at the site of the proposed heliport. The avoidance of low-flying helicopters over residential areas shall not include helicopters from the Air Support Unit of the Ontario Police Department.

GOAL 9.0: Provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use planning. Protect and maintain those areas having acceptable noise environments.

Policy 9.1: Establish standards that specify acceptable limits of noise for various land uses throughout the City, including schools, hospitals, convalescent homes, and other noise sensitive areas. These criteria are designed to fully integrate noise considerations into land use planning to prevent new noise/land use conflicts. Figure HA-9 showed criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the basis for the development of specific Noise Standards. These standards, presented in Table HA-2, define the City policies related

to land uses and acceptable noise levels. These tables are the primary tools which allow the City to ensure noise integrated planning for compatibility between land uses and outdoor noise.

Policy 9.2: Incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. Figures HA-7, HA-8 and the aircraft noise contours in the Airport Environs Element can be used to identify locations of potential conflict. New developments will be permitted only if appropriate mitigation measures (including site planning and architectural design) are included such that the standards contained in this Element are met in accordance with Table HA-2.

Policy 9.3: Establish standards for all types of noise not already governed by local ordinances or preempted by state or federal law.

Policy 9.4: Encourage acoustical design in new construction. Enforce the State of California Uniform Building Code provisions that specifies that the indoor noise levels for residential living spaces not exceed 45 dB CNEL due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB CNEL. The 60 dB CNEL contour can be used to determine when this standard needs to be addressed. The Uniform Building Code (specifically, the California Administrative Code, Title 24, Part 6, Division T25, Chapter 1, Subchapter 1, Article 4, Sections T25-28) requires that "Interior community noise levels (CNEL) with windows closed, attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room." The code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The City also applies this standard to single family dwellings.

ONTARIO

GENERAL PLAN • 1992

4.0 AIRPORT ENVIRONS ELEMENT

Ontario International Airport (ONT) is the most prominent land use in Ontario. Located in the geographic center of the City, the airport is the greatest factor influencing land use and development in the community. Although the economic benefits of the airport are felt throughout Ontario, the adverse impact of airport noise also affects the community. The area most influenced by the Airport has been defined as the Airport Environs, and is the focus of this element of the General Plan.

The objectives of this Airport Environs element are threefold:

- To safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general by minimizing public exposure to excessive noise and safety hazards; and
- To provide for the orderly growth of Ontario International Airport by promoting the overall goals and objectives of California airport noise standards and by preventing the creation of new noise and safety problems; and
- To promote the development of compatible land uses with Airport operations near the airport proper.

To accomplish these objectives, the Airport Environs Element defines land use policies and implementation programs to improve land use compatibility between the airport and surrounding land uses. This unique element has been prepared to fulfill the requirements for an Airport Land Use Plan, as defined by Section 21675 of the Public Utilities Code. Responsive to both General Plan and Airport Comprehensive Land Use Plan (ACLUP) requirements, upon adoption as the ACLUP for Ontario it will provide the State-mandated consistency between the Airport Land Use Plan and the General Plan as required in Title 7, Division I, Chapter 3, Section 65302.3 (a), of the State Planning and Zoning Law which states, "the General Plan. . . shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code."

"By State law, once a finding of consistency is made by the local airport land use commission (in this case the San Bernardino County West Valley Airport Land Use Commission [ALUC], its review authority and responsibility will be limited to general plan amendments, specific plans, zone changes, and other major changes to and implementations of the General Plan. In the case of Ontario, this review authority would also be geographically limited to the airport environs since that is the only area addressed in the ACLUP."

In keeping with this purpose, land use policies unique to the Airport Environs are not included within the Community Development Element. Both policies and land use designations for the Airport Environs are included within this element, which is considered the primary land use policy document for this portion of Ontario.

4.1 RELATIONSHIP OF THE AIRPORT ENVIRONS ELEMENT TO THE PART 150 NOISE COMPATIBILITY PROGRAM

The Airport Environs Element is a direct outgrowth of the Noise Compatibility Program [NCP] for ONT conducted under Federal Aviation Regulation [FAR] Part 150 guidelines and adopted by the Ontario City Council. This program, developed over a three year period with extensive public participation through a sequence of meetings, plus review by the Technical Committee and Steering Committee, considered a full spectrum of land use options, sound attenuation programs and operational changes in order to establish the policy framework for this element. The Part 150 program also identified funding sources for implementation of recommended policies.

A further recommendation of the Part 150 study is an 1,800-foot extension to the east end of the north runway at ONT. This extension would be used for departures only and would have the effect of relocating flight patterns over industrial rather than residential areas.

The overriding goals of the Noise Compatibility Program are consistent with the goals of the Airport Environs Element and provide more specific guidance for implementation policy formulation:

- To protect and enhance existing, viable neighborhoods;
- To relocate people from untenable living environments;
- To provide an acceptable teaching environment in classrooms;
- To provide an opportunity for residents to leave the noise-impacted environment if they desire; and
- To reduce and where possible eliminate incompatible land uses within the 65 CNEL at Ontario International Airport.

- To maintain residential densities at 1990 levels or to reduce them where possible.

4.2 THE AIRPORT ENVIRONS

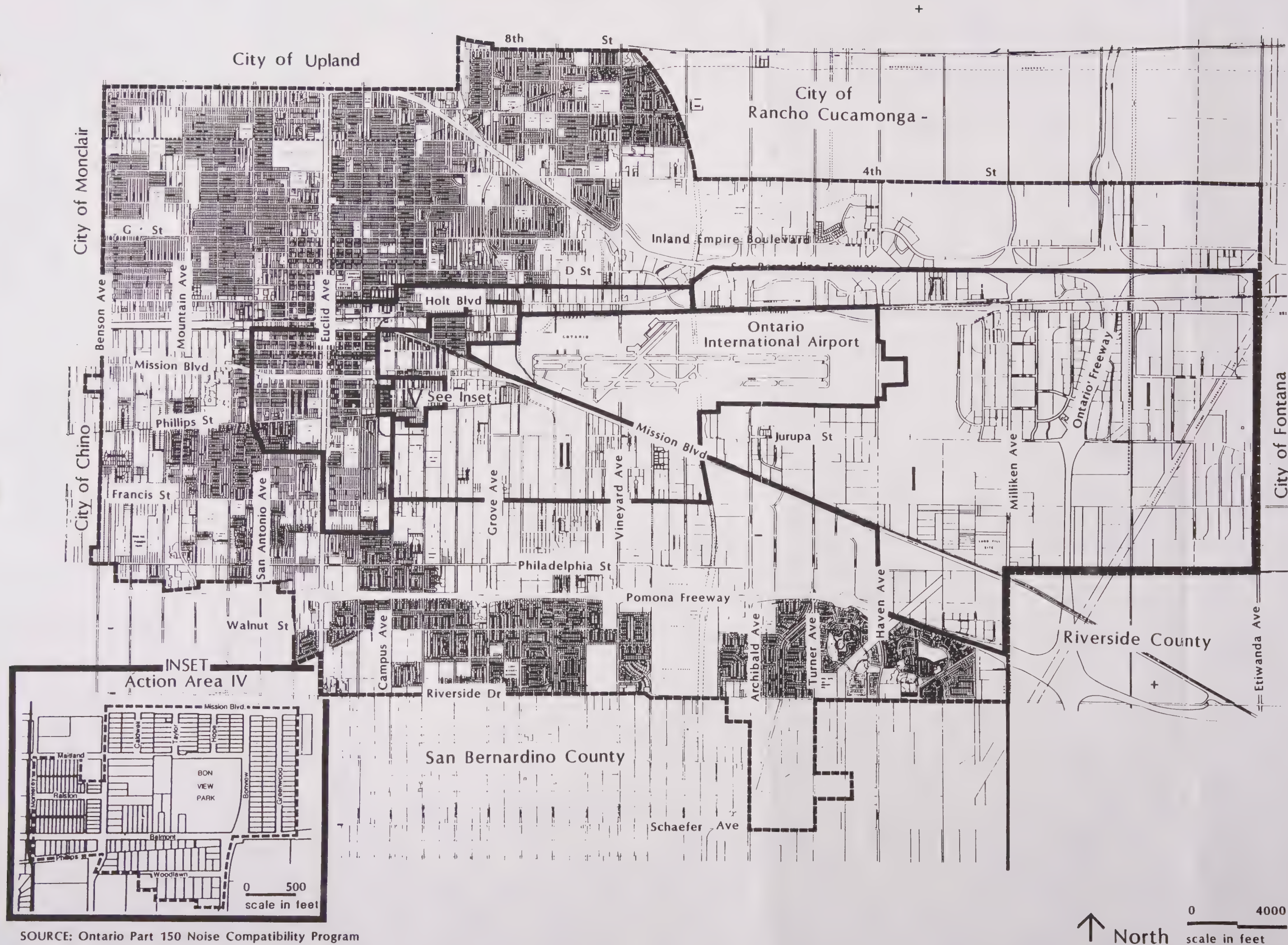
The Airport Environs were established by the Part 150 study, and encompass a belt of land through the City's midsection, a total of 8,296 acres, as shown in Figure AE-1. Because noise contours are larger than air safety approach zones, the Airport Environs encompass all parts of both the Clear Zone and Approach Safety Zone. Most of this swath is within the 65 CNEL contour, either existing or projected. However, to facilitate planning and implementation, the boundaries of the Airport Environs have been adjusted outward to reach nearby major streets. This rationalization of boundaries has resulted in inclusion of some lands adjacent to but outside of the 65 CNEL contour. No lands within the 65 CNEL have been excluded.

The purpose of including these adjacent lands is to provide opportunities to mitigate the effects of single event noise on sensitive uses, especially schools. Although current Part 150 legislation limits funding to noise impacted land within the 65 CNEL contour, this element includes policies for lands outside this demarcation. Non-Federal funding sources, including allocations from the Los Angeles Department of Airports and the City of Ontario Redevelopment Agency, will be used to fund implementation in these areas.

4.3 AIR OPERATIONS AT ONTARIO INTERNATIONAL AIRPORT

Currently Ontario International receives approximately 81,000 annual aircraft operations¹, consistent with a passenger load of five million people per year. However, ONT operations include a sizeable percentage of cargo flights, which will increase when a new UPS cargo handling facility goes into operation. In the short to medium term (ten years or less),

¹Each takeoff or landing constitutes one operation. Only larger, commercial aircraft are counted in this tally.



SOURCE: Ontario Part 150 Noise Compatibility Program

Figure AE-1
Airport Environs
Action Areas

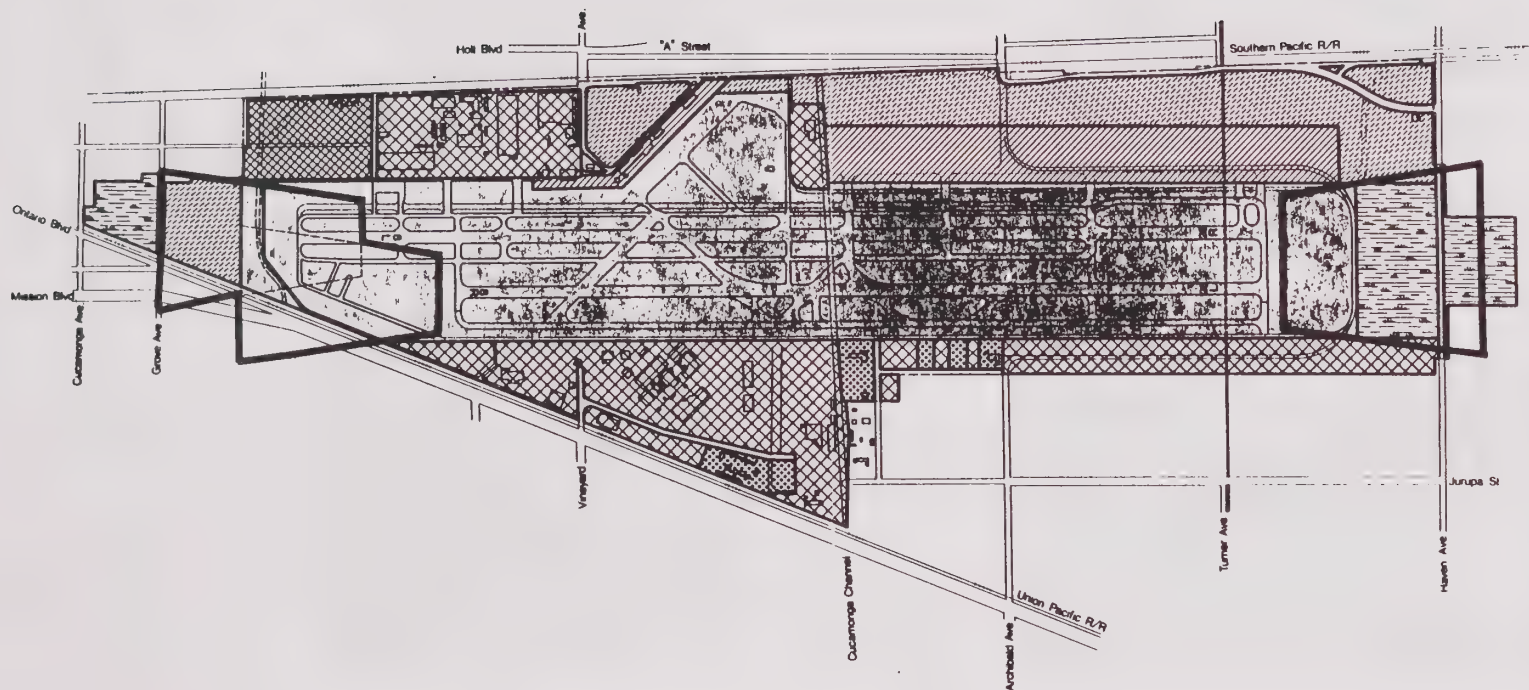
this level is expected to increase to 125,000 operations per year, with a passenger load of 8.5 million annually. Any increases above 125,000 annual operations will require authorization from the State Air Resources Board. In the medium to long term (7-10 or more years), operations are projected to rise to 180,000 per year. This operations level will serve 12 million annual passengers, which is the growth ceiling for ONT. Figure AE-2 shows the layout plan for Ontario International Airport.

Figure AE-2a depicts the projected noise contours associated with Ontario International Airport's operations. This contour assumes that the number of commercial operations (an operation is a take-off or a landing) will have increased from the 80,000 recorded in 1990 to approximately 125,000. It also assumes an increase to 65 percent of operations, of the newer, less noisy, stage 3 aircraft. Known as the five-year case scenario, the 65 CNEL contour in this figure defines the areas which may receive federal funding for noise relief F.A.R. Part 150 Program. That is, only those residential properties within the contour may receive federal funding. Other residential and noise sensitive properties outside the contour, but within the airport environs, (see Figure AE-1) may receive funding from other than federal sources.

4.4 NOISE ZONES

Noise Contours

Figure AE-3 shows CNEL (Community Noise Equivalent Level) contours for current operations levels at Ontario International Airport. Table AE-1 shows compatible and incompatible land uses for the current noise environment. Figure AE-4 shows the noise contours for increased operations to 180,000 per year, without implementation of the Noise Compatibility Program (NCP). As shown in Table AE-2, in the absence of noise control programs, the number of people residing within the 65 CNEL contour will double from approximately 9,000 to just over 18,000. Figure AE-5 shows the projected noise contour for 180,000 annual operations, with implementation of the NCP.










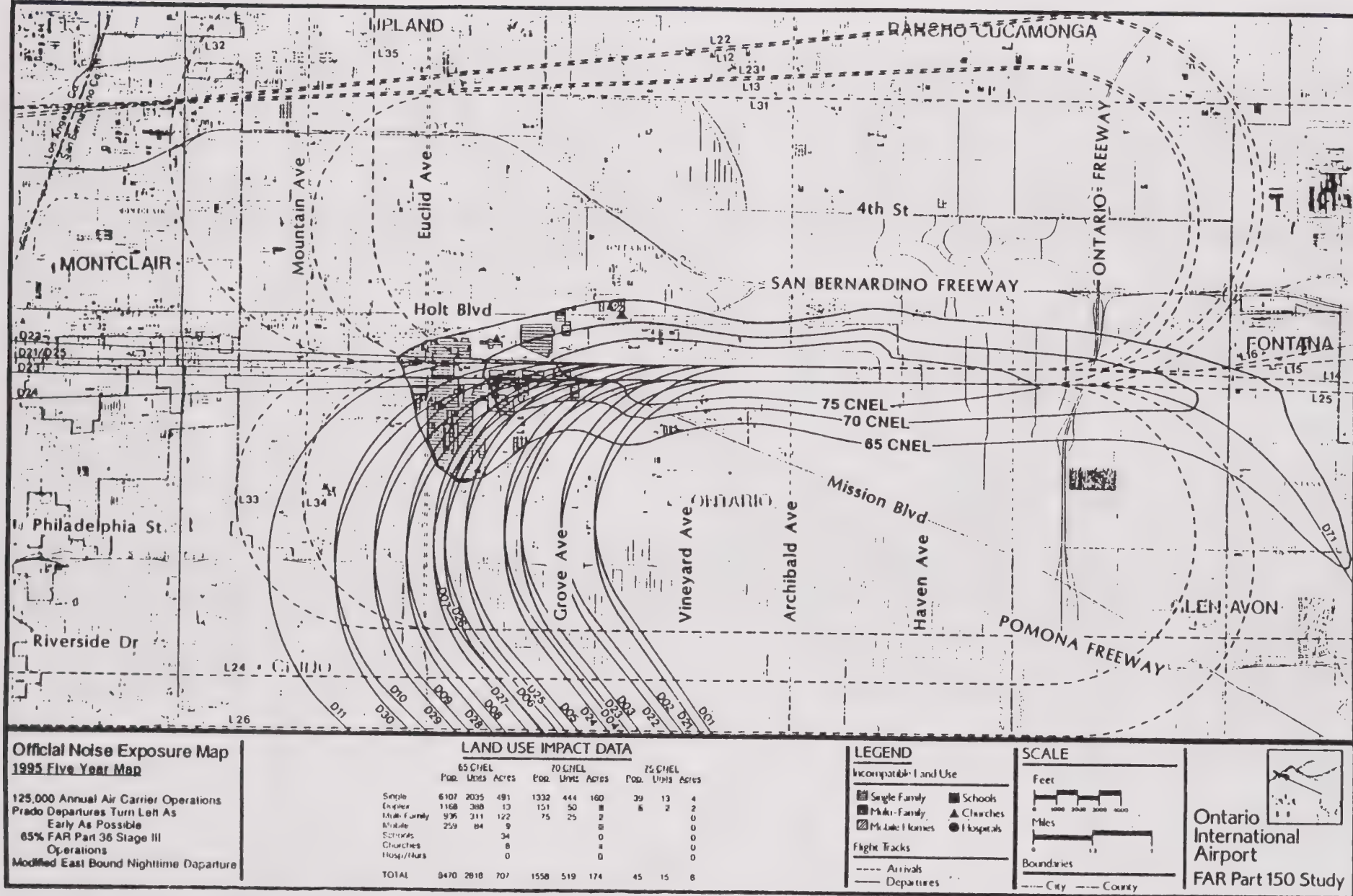
-  Airport Administration and Government
-  Passenger Terminals
-  Automobile Parking
-  Airfield
-  Agriculture
-  Aircraft Maintenance and Support
-  Cargo
-  Clear Zone and Avigation

Figure AE-2
Ontario
International Airport
Layout Plan

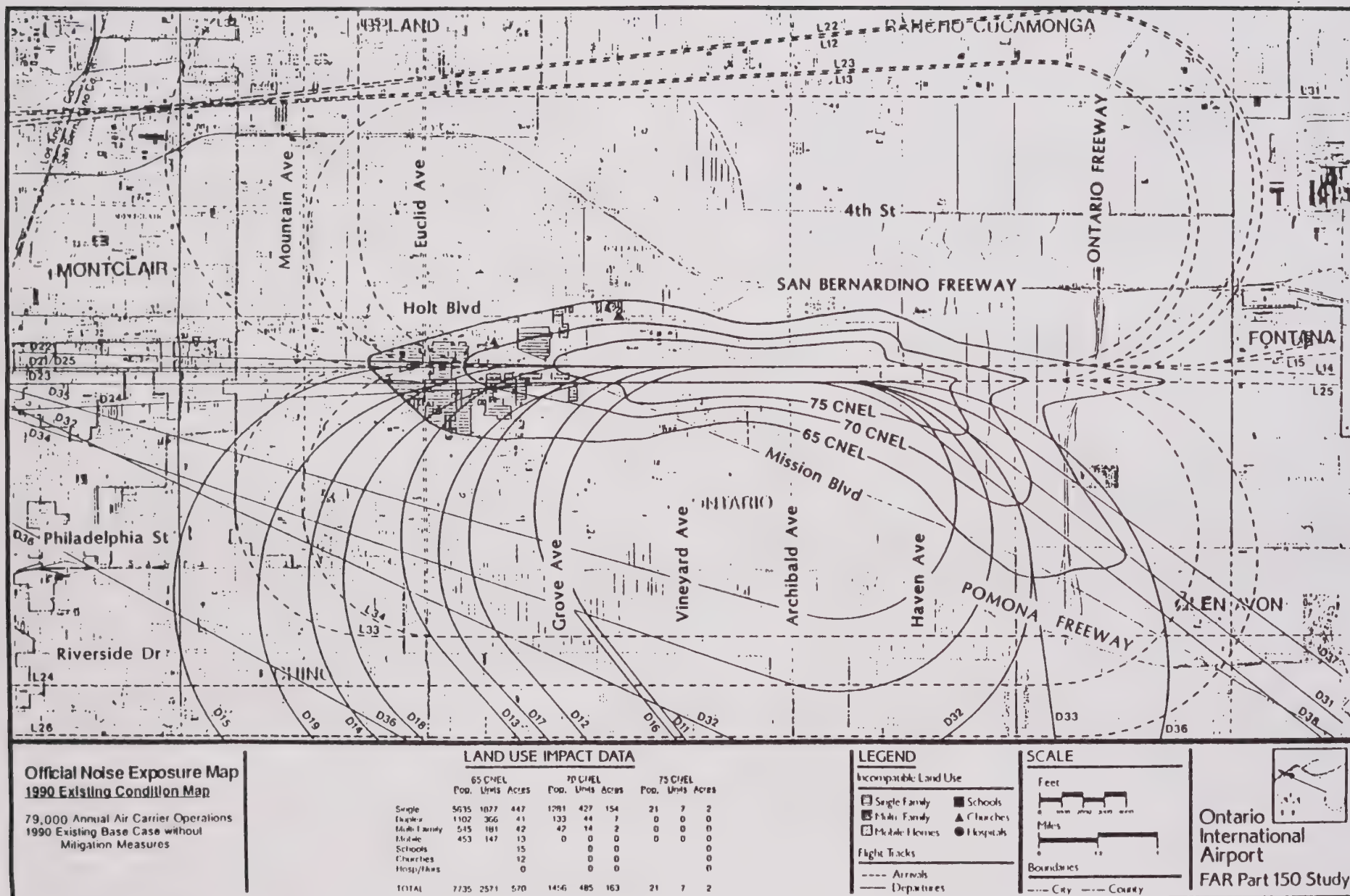
CITY of ONTARIO





SOURCE: Ontario Part 150
Noise Compatibility Program

Figure AE-2a
Official Noise Exposure Map - 1995 Five Year Map



Note: See Table AE-1 for
 Land use impact data.

SOURCE: Ontario Part 150
 Noise Compatibility
 Program.

Figure AE-3
 Existing Aircraft Noise Contours

Table AE-1

Land Use Impact Data For Existing Aircraft Noise Contours

INCOMPATIBLE LAND USE

	<u>65 CNEL</u>			<u>70 CNEL</u>			<u>75 CNEL</u>		
	<u>Pop.</u>	<u>Units</u>	<u>Acres</u>	<u>Pop.</u>	<u>Units</u>	<u>Acres</u>	<u>Pop.</u>	<u>Units</u>	<u>Acres</u>
Single	5635	1877	447	1281	427	154	21	7	2
Duplex	1102	366	41	133	44	7	0	0	0
Multi-Family	545	181	42	42	14	2	0	0	0
Mobile	453	147	13	0	0	0	0	0	0
Schools			15		0	0			0
Churches			12		0	0			0
Hosp/Nurs			0		0	0			0
TOTAL	7735	2571	570	1456	485	163	21	7	2

COMPATIBLE LAND USE IMPACT AREA IN ACRES

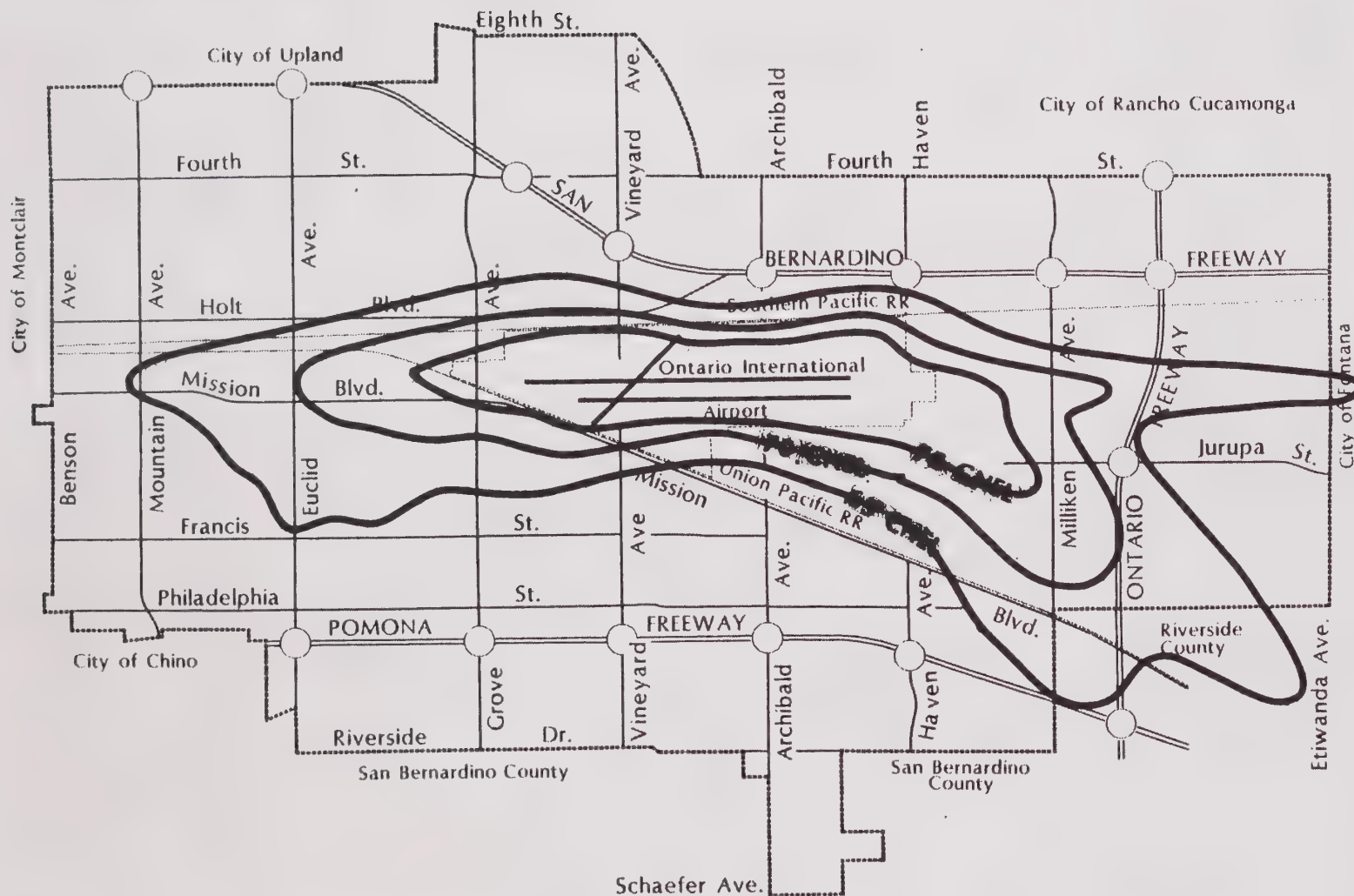
	<u>65 CNEL</u>	<u>70 CNEL</u>	<u>75 CNEL</u>
Industrial	142	39	0
Ground Transport	118	8	5
Transp./Comm./Utils.	188	10	0
Commercial	106	12	0
Services	358	25	5
Parks	12	0	0
Agricultural	1172	646	179
Undeveloped	<u>956</u>	<u>255</u>	<u>0</u>
Total Compatible	3052	995	189

TOTAL CONTOUR AREAS

	<u>65 CNEL - Acres</u>	<u>70 CNEL - Acres</u>	<u>75 CNEL - Acres</u>
Total Incompatible	570	163	2
Total Compatible-Off Airport	3052	995	189
Total Airport	<u>1434</u>	<u>1229</u>	<u>922</u>
Total In Contour	5056	2387	1113

SOURCE: Ontario Part 150 Noise Compatibility Program

Note: See Figure AE-3 for noise contours.



Note: See Table AE-2 for Land use Impact data.

SOURCE: Ontario Part 150 Noise Compatibility Program.

Assumptions: 40% Stage 3
180,000 Annual Operations:
Existing Runway Configuration

↑ North
0 4000
scale in feet

Figure AE-4
Projected Aircraft
Noise Contours
Without Mitigation

CITY of ONTARIO
CBO

Table AE- 2

Land Use Impact Data For Projected Aircraft Noise Contours (No NCP: 180,000 Air Carrier Operations)

INCOMPATIBLE LAND USE

	<u>65 CNEL</u>			<u>70 CNEL</u>			<u>75 CNEL</u>		
	<u>Pop.</u>	<u>Units</u>	<u>Acres</u>	<u>Pop.</u>	<u>Units</u>	<u>Acres</u>	<u>Pop.</u>	<u>Units</u>	<u>Acres</u>
Single	9478	3158	755	2695	898	230	171	57	14
Duplex	1861	619	74	355	118	14	12	4	4
Multi-Family	2296	762	156	132	44	5	0	0	0
Mobile	1104	359	27	0	0	0	0	0	0
Schools			34			1			0
Churches			19			6			0
Hosp/Nurs			3			0			0
TOTAL	14739	4898	1068	3182	1060	256	183	61	18

COMPATIBLE LAND USE IMPACT AREA IN ACRES

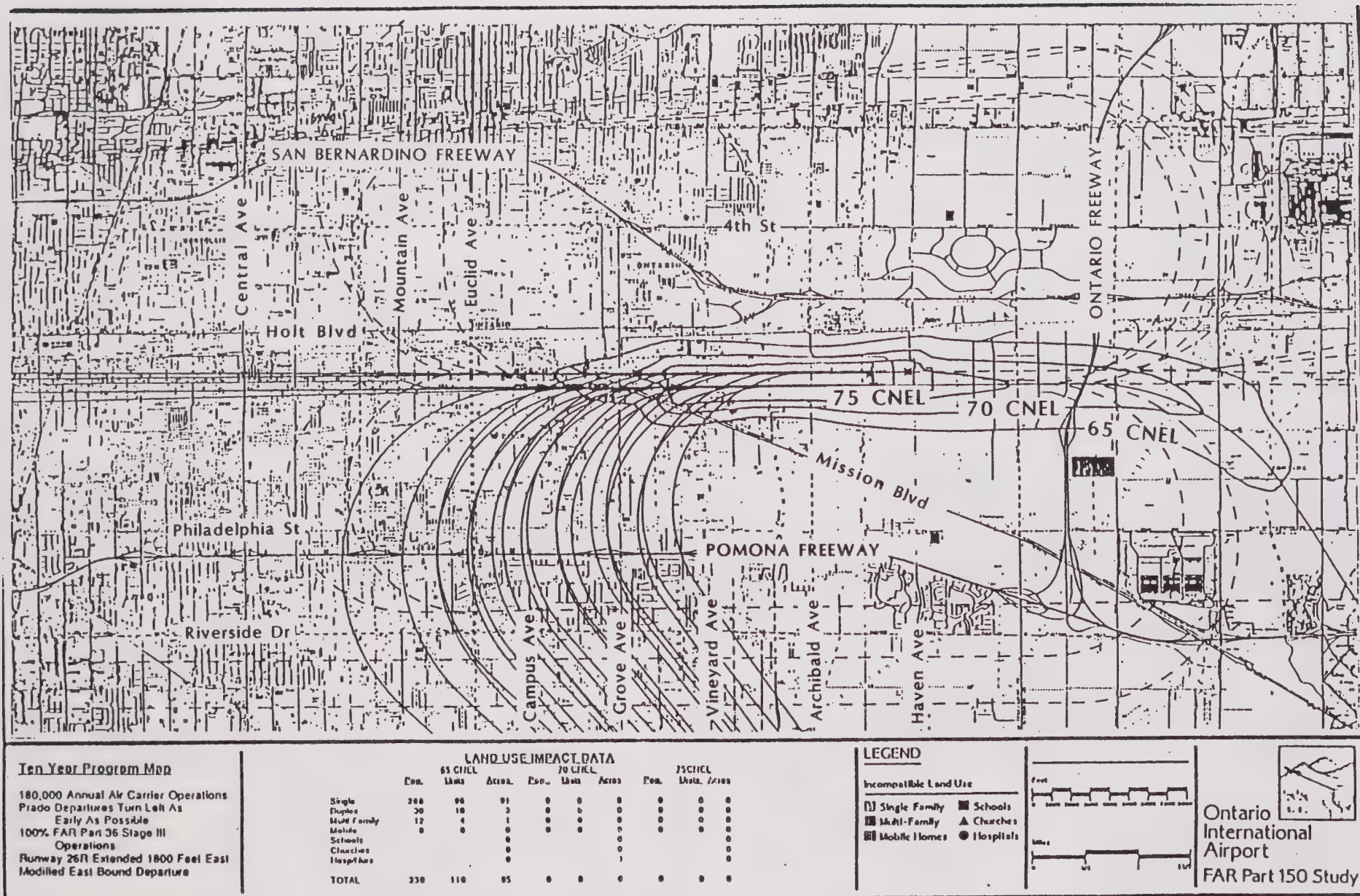
	<u>65 CNEL</u>	<u>70 CNEL</u>	<u>75 CNEL</u>
Industrial	206	91	6
Ground Transport	155	74	11
Communications/Utils.	346	122	0
Commercial	166	69	7
Services	400	70	1
Government/Military	48	5	5
Parks	31	12	0
Agricultural	2181	782	407
Undeveloped	<u>1204</u>	<u>439</u>	<u>26</u>
TOTAL	4737	1664	463

TOTAL CONTOUR AREAS

	<u>65 CNEL - Acres</u>	<u>70 CNEL - Acres</u>	<u>75 CNEL - Acres</u>
Total Incompatible	1068	256	18
Total Compatible-Off Airport	4737	1664	463
Total Airport	<u>1459</u>	<u>1331</u>	<u>1068</u>
Total In Contour	7264	3251	1549

SOURCE: Ontario Part 150 Noise Compatibility Program

Note: See Figure AE-4 for noise contours.



Note: See Table AE-3 for
 Land use impact data.

SOURCE: Ontario Part 150
 Noise Compatibility
 Program.

Figure AE-5
 Projected Aircraft Noise Contours with NCP

The NCP recommends increasing the percentage of Stage III aircraft, which are both quieter and more fuel efficient than the planes now in service. The NCP also recommends an extension of Runway 26 1,800 feet to the east, with a 1,000 foot displaced threshold, as a means of reducing that portion of the 65 CNEL which most affects residential areas. Operational modifications which are recommended as part of Noise Compatibility Program include an early left turn to shorten the flight path for southerly and westerly departures on Runway 26, and a redefinition of the right turn for departures on Runway 08 to lengthen the flight path for westbound and northbound flights. Table AE-3 shows the beneficial effect of the NCP. With the eastward displacement of the noise contour, the acreage within the 65 CNEL contour remains virtually unchanged, but the area of compatible land uses increases from about 4,240 acres to approximately 4,750 acres.

It is anticipated that the number of aircraft using Ontario International Airport will increase in the future. At the same time, the percentage of the noisier (Stage 2) aircraft will be decreasing. As a result, total noise exposure should remain fairly stable and then begin to decrease as the percentage of Stage 2 aircraft operating at Ontario approaches zero.

Figure AE2a depicts an interim contour where there are 62,500 annual flights (125,000 operations) and 35% of those would be of the noisier Stage 2 variety. At the present time, Ontario International Airport has a cap of 125,000 operations per year, which has been required by the State Air Resources Board. The Los Angeles Department of Airports has requested that this cap be raised to 180,000 operations.

Figure AE2a is also significant in that it depicts the area which is eligible for federal funding under the Part 150 program. Residential locations within the 65 CNEL (Community Noise Equivalence Level) contour are potentially eligible for such funding. All residential locations within the Airport Environs, as depicted in Figure AE1, may be considered for some funding under Draft Noise Compatibility Program's provisions. Nevertheless, federal funds may only be assigned to projects within the 65 CNEL. Therefore, local funds would be the sole source available for programs outside of this contour.

Table AE-3

Land Use Impact Data For Projected Noise Contours With NCP (180,000 Operations)

INCOMPATIBLE LAND USE

	<u>65 CNEL</u>			<u>70 CNEL</u>			<u>75 CNEL</u>		
	<u>Pop.</u>	<u>Units</u>	<u>Acres</u>	<u>Pop.</u>	<u>Units</u>	<u>Acres</u>	<u>Pop.</u>	<u>Units</u>	<u>Acres</u>
Single	2881	960	282	270	90	92	0	0	0
Duplex	499	166	20	30	10	3	0	0	0
Multi-Family	153	51	6	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
Schools			10			0			0
Churches			6			0			0
Hosp/Nurs			0			0			0
TOTAL	3533	1177	324	300	100	95	0	0	0

COMPATIBLE LAND USE IMPACT AREA IN ACRES

	<u>65 CNEL</u>	<u>70 CNEL</u>	<u>75 CNEL</u>
Industrial	155	7	0
Ground Transport	91	11	0
Communications/Utils.	109	5	0
Commercial	76	8	0
Services	334	247	0
Government/Military	35	5	5
Parks	12	0	0
Agricultural	953	598	182
Undeveloped	<u>1506</u>	<u>397</u>	<u>16</u>
Total Compatible	3271	1278	203

TOTAL CONTOUR AREAS

	<u>65 CNEL - Acres</u>	<u>70 CNEL - Acres</u>	<u>75 CNEL - Acres</u>
Total Incompatible	324	95	0
Total Compatible-Off Airport	3271	1278	203
Total Airport	<u>1441</u>	<u>1225</u>	<u>865</u>
Total In Contour	5036	2598	1068

SOURCE: Ontario Part 150 Noise Compatibility Plan Program

Note: See Figure AE-5 for noise contours.

GOAL 1.0: Utilize all feasible air operations and airport facilities modifications to minimize and where possible reduce the numbers of residents impacted by noise from Ontario International Airport.

Policy 1.1: Work with Los Angeles Department of Airports and air carriers to promote use of Stage III aircraft at Ontario International.

Policy 1.2: Support construction of an 1,800 foot runway extension for Runway 26 with a 1,000 foot displaced threshold.

Policy 1.3: Support implementation of operations changes, including an early left turn on Runway 26 departures and a redefined right turn for Runway 08 departures which decrease overflight and noise impact on residential areas.

Policy 1.4: Support maintenance of preferential use of Runway 08 for night departures and Runway 26 for night arrivals between 10 pm and 7 am.

Land Use Compatibility Guidelines for Noise Impact

Land uses vary widely by their sensitivity to aircraft noise exposure. Figure AE-6 shows land use compatibility guidelines for a range of land uses commonly found in Ontario and other cities. Between 65 and 70 CNEL, new schools are normally incompatible. The interior environment could be made acceptable for residential use if an analysis of noise reduction requirements is made and needed noise insulation features are incorporated in the project design. However, the outdoor environment will not be pleasant. The State of California Airport Land Use Planning Handbook suggests that noise reduction levels of a minimum of 25 Db should be incorporated into residential construction and adds, "Communities should consider precluding new housing from this area, particularly if the population is oriented to outdoor activities." Within the 70 CNEL contour, residential development and schools are normally incompatible and new construction should be discouraged. Commercial and industrial uses are clearly compatible within both the 65 and 70 CNEL contour.

GOAL 2.0: Protect residents and workers from the adverse effects of aircraft noise.

Policy 2.1: Adopt and implement, where appropriate, airport land use compatibility guidelines for noise shown in Figure AE-6.

4.5 AIR SAFETY ZONES

Fortunately, aircraft accidents do not occur frequently, and the likelihood of an accident occurring cannot be precisely measured. As a result, it is not possible to quantify indicators of exposure to accident potential in the same way that noise contours are developed. A review of aircraft accidents at commercial air carrier airports, using data gathered by the National Transportation Safety Board [NTSB], indicates that the largest number of accidents involving a fatality occur on airport property. Fewer accidents occur in the surrounding area, with an equal number occurring within one mile and between one and five miles from the airport boundary.

Definition of Zones

The State Airport Land Use Planning Handbook allows jurisdictions considerable flexibility in determining air safety zones. Many Airport Land Use Plans, especially for larger airports serving commercial air carriers, utilize the Federal Imaginary Surfaces to define Air Safety Zones.² Where there is a conflict between the regulations of the approach safety zone as required by the General Plan and any regulations of an adopted Specific Plan, the General Plan shall take precedence.

The FAA Clear Zones are trapezoidal areas at each runway end, where safety concerns are greatest due to the possibility of crashes on takeoff or landing. Within a given airport, they may not be of uniform length or width, varying by the type of

²Federal Aviation Regulations (FARs) are issued by the FAA to regulate air commerce and are issued as separate "Parts." FAR Part 77 establishes standards for determining obstructions in navigable airspace, and is intended to insure that development in the airport vicinity does not compromise air safety.

LAND USE CATEGORY	COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)					
	55	60	65	70	75	80
RESIDENTIAL/LODGING Single Family/Duplex						
Multi-Family						
Mobile Homes						
Hotels/Motels						
PUBLIC INSTITUTIONAL Schools/Hospitals Churches/Libraries						
Auditoriums/Concert Halls						
COMMERCIAL Offices						
Retail						
INDUSTRIAL Manufacturing						
Warehousing						
RECREATIONAL/OPEN SPACE Parks/Playgrounds Golf Courses/ Riding Stables						
Outdoor Spectator Sports						
Outdoor Music Shells/ Amphitheaters						
Livestock/Wildlife Preserves						
Crop Agriculture						



CLEARLY ACCEPTABLE

No special noise insulation required, assuming buildings of normal conventional construction



NORMALLY ACCEPTABLE

acoustical reports will be required for major new residential construction. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice



NORMALLY UNACCEPTABLE

New construction should be discouraged. Noise/avigation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design



CLEARLY UNACCEPTABLE

No new construction should be permitted



City of Ontario

Figure AE-6
Land Use Compatibility Guidelines for Noise Impacts

aircraft using the runway and whether the runway is equipped with an Instrument Landing System (ILS). Where there are early turn procedures resulting in sharp turns before an aircraft reaches the end of the runway, there is often a secondary clear zone aligned with this curved departure route.

The Part 77 Approach Surface is an FAA Imaginary Surface that extends beyond the Clear Zone, sloping upward from the runway at an angle determined by the mix of aircraft using the airport and airport weather capability. The objective of defining the Approach Surface is to give aircraft an unobstructed flight path to the runway. The shadow this imaginary surface casts on the ground defines the Approach Safety Zone. It is less hazardous than the Clear Zone, but some potential for accident exists. Figure AE-7 shows the Clear Zones and Approach Safety Zones for Ontario International Airport.

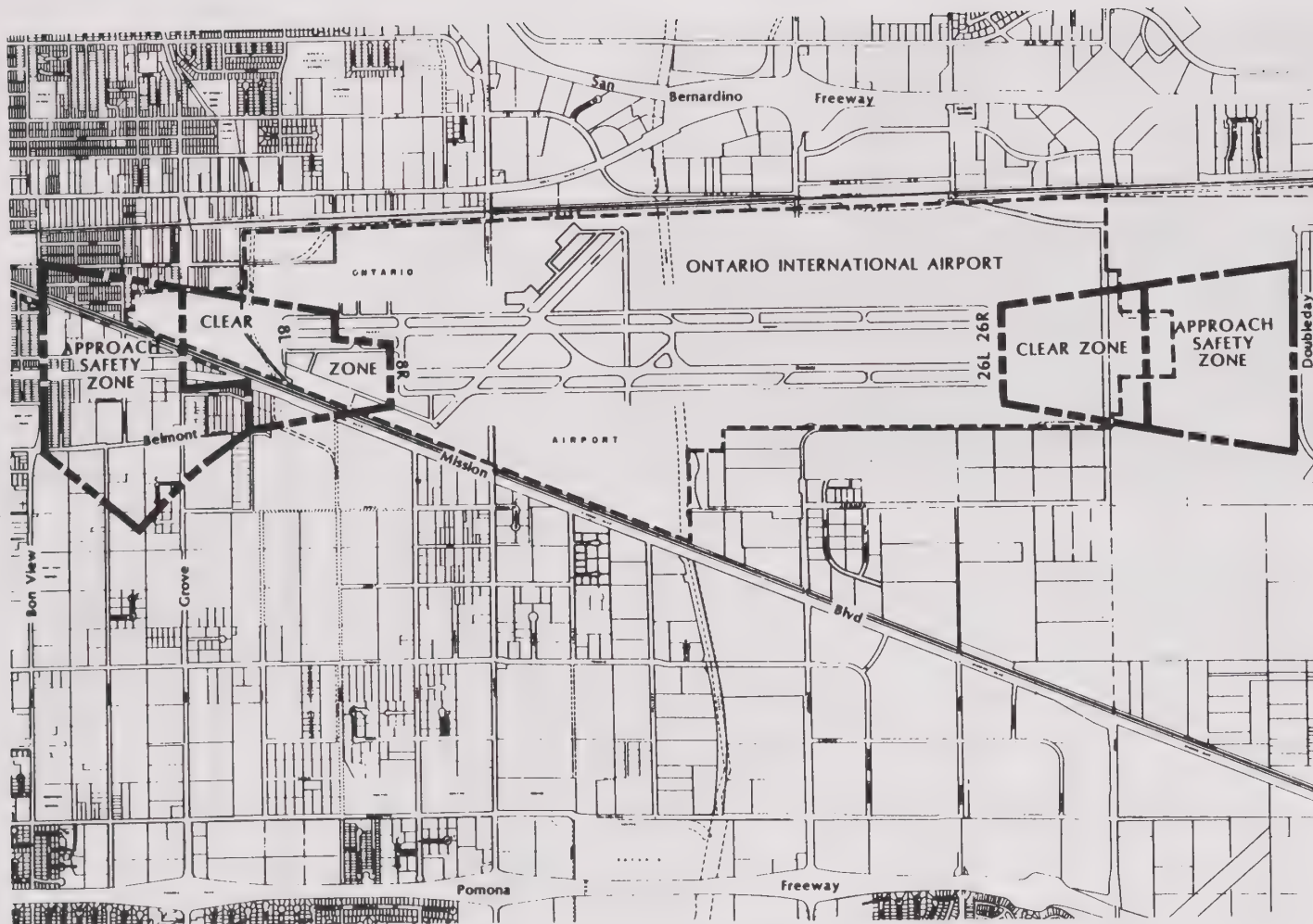
Land Use Compatibility Guidelines for Air Safety

Clear Zones must be "clear" -- devoid of structures. Most commonly Clear Zones are owned in fee by the airport operator and are within the airport boundary. The Approach Safety Zones should not contain tall buildings, land uses that have a potential for explosion, or which generate electric interference, dust or smoke or which attract birds.

Limitations should be imposed on site coverage to give disabled aircraft the opportunity to avoid occupied structures. Uses which gather large concentrations of people do not create hazards to navigation, but should be avoided to curtail casualties in case of accident. Figure AE-8 shows land use compatibility guidelines for areas within the Clear Zone and Approach Safety Zones.

Definition of air safety zones and implementation of land use guidelines minimize risk within these zones, but do not eliminate the possibility of a crash occurring outside these areas. Air safety zones are based on normal flight paths. When aircraft become disabled, however, they are likely to deviate from the normal flight path, either because the aircraft cannot be controlled or because the pilot is taking the most direct route to the runway. Ontario International Airport recently suffered a fatal accident involving a twin-engine Piper

4-19



-  Air Safety Zones
-  Airport Boundary


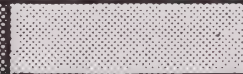

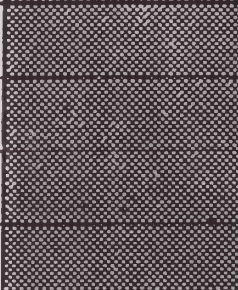










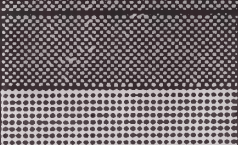




SOURCE: Ontario International Airport
Layout Plan: Airport Land Use
Handbook

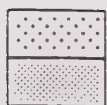
Figure AE-7
Air Safety Zones

CITY of ONTARIO



↑ North
0 2000
scale in feet

LAND USE CATEGORIES		AIR SAFETY ZONE	
CATEGORY	USE	CLEAR ZONE	APPROACH SAFETY ZONE
Residential	Single Family		
	Multi-Family		
Commercial	Hotel/Motel Transient Lodging		
	Restaurant/Bar		
	Office/Retail		
	Service Station		
Industrial	Manufacturing		
	Business Park		
Institutional	Schools		
	Auditoriums		
Open Space	Parks		
	Golf Course		
Agriculture	Agriculture		



NORMALLY COMPATIBLE

Specified land use is satisfactory



COMPATIBLE WITH RESTRICTIONS

Density limited to 3 du per acre or floor area ratio of 0.25

No flammables, uses which attract birds, no overhead power lines, electrical interference, smoke, high intensity lighting or concentration of people



COMPATIBLE USE
no structures



INCOMPATIBLE USE

SOURCE: Caltrans, Cotton/Beland/Associates Adapted from Airport Land Use Planning Handbook



City of Ontario

Figure AE-8
Land Use Compatibility Guidelines for Air Safety

Navajo carrying cargo for United Parcel Service. The crash occurred almost two miles from the airport, about one block from John Galvin Park. The crash location was outside both the Clear Zones and Approach Safety Zones, in an area where no land use compatibility guidelines for safety would have been applied. Thus, although Ontario International has an excellent safety record and recommended guidelines for land use compatibility within air safety zones will be implemented, there will always remain a possibility that an accident will occur outside the defined zone.

GOAL 3.0: Protect residents and workers within air safety zones from excessive exposure to accident potential.

Policy 3.1: Adopt and implement airport land use compatibility guidelines for air safety in Figure AE-8.

Policy 3.2: Establish a maximum Floor Area Ratio of 0.25 within the Approach Safety Zone.

Policy 3.3: Continue to consult with the FAA on height of structures within the Part 77 approach surfaces of the airport environs.

4.6 AIRPORT ENVIRONS SUBAREAS

The Airport Environs have been divided into four Action Areas, as shown in Figure AE-1. The Action Areas are based on the degree of noise impact and the nature and extent of land use incompatibility. Distinctions among the Action Areas and the need to differentiate between strategies for developed acreage versus vacant land determined the implementation policies for each area. Figure AE-9 of this Element outlines the various policies which will be utilized in one or more Action Areas.

- **ACTION AREA I (East and Southern Areas)**

Location

This Action Area, the largest within the Airport Environs, contains 5,561 acres and lies east of the airport. It is bounded on the north by the San Bernardino Freeway, on the west by Cucamonga Creek and the airport boundary, on the south and east by Mission Boulevard and the city limits. Boundaries were determined by selecting major streets which enclosed all lands within the 65 CNEL contour.

Issue Summary

The City of Ontario has maintained a long-standing policy supporting development of exclusively noise-compatible uses in this area. Consequently, Action Area I contains few homes, but does include one school (Guasti School).

Guasti School is a facility of the Cucamonga School District and presently accommodates 125 students, mostly kindergartners. Built in 1939, it is the oldest in the district; there are no plans to close or relocate it. The school, although within Action Area I, is outside the 65 CNEL airport contour. The San Bernardino Freeway is the primary noise source affecting the school. The concrete construction of the school makes the interior noise level acceptable for classroom instruction and protects students from both aircraft and freeway noise. Because it is immediately adjacent to the San Bernardino Freeway, Caltrans has erected a wall which shields the outdoor play area. Since the interior noise level is quiet and the Caltrans wall protects the playground, the Noise Compatibility Program does not recommend additional sound attenuation. However, expansion or new construction at Guasti School is not encouraged.

Although much of Action Area I is still vacant, specific plans for commercial/industrial planned developments have been approved for a large portion of the area. The remainder of Action Area I is expected to be developed similar to the California Commerce Center and other modern commercial/industrial parks, which have been reviewed and approved but are not yet fully constructed. Development of this type is compatible with existing and projected operations levels and noise contours of Ontario International Airport. However, that portion of Action Area I lying within the

Approach Safety Zone will be developed at a reduced FAR not to exceed 0.25. In any case, where there is a conflict between the regulations of the approach safety zone as required by the General Plan and any regulations of an adopted Specific Plan, the General Plan shall take precedence.

Action Area I does contain two of Ontario's prime historical sites, the Hofer Ranch and the Guasti Winery. Both are eligible for the National Register of Historic Places and will be preserved. Adaptive reuse is proposed for both sites as visitor-oriented Historic Planned Commercial developments. Commercial retail and office uses in these areas conform to the land use suitability guidelines in Figure AE-5. Some historic structures may require increased insulation to make the interior environment acceptable if certain noise-sensitive commercial uses, for example conference rooms or meeting halls, are included in the reuse plan. On the whole, however, neither the adaptive reuse of these historic properties nor the specific plans for the rest of the area present any major airport land use compatibility problems within Action Area I.

GOAL 4.0: Maintain compatibility of existing and proposed land uses within Action Area I east and south of the Airport.

Policy 4.1: Develop vacant portions of Action Area I consistent with commercial/industrial General Plan land use recommendations and adopted specific plans.

Policy 4.2: Recommend to Cucamonga School District that Guasti School be maintained, but discourage expansion of the school.

Policy 4.3: Protect the historic resources of the Guasti Winery and Hofer Ranch through General Plan designation as visitor-oriented Historic Planned Commercial districts. Where necessary, require sound attenuation of historic structures if noise-sensitive commercial uses are included in adaptive reuse plans for these sites.

Policy 4.4: Work with developers of the California Commerce Center to ensure that development within the Approach Safety Zone is consistent with FAR Part 77 guidelines.

◦ ACTION AREA II (Inner Western)

Location

This Action Area contains 1,384 acres and lies south and west of the airport. Bounded on the south by Francis Street, on the north by Holt Boulevard and State Street, much of Action Area II is severely impacted by noise and lies within the 70 CNEL contour beneath ONT's primary departure pattern.

Boundaries of Action Area II were established according to noise exposure and land use compatibility. Those areas within the 70 CNEL were generally included. Bon View School lies between the 65 and 70 CNEL contours. Areas where the General Plan calls for transition of existing residential use to industrial development were also included. Although the southern portion of Action Area II contains few incompatible land uses, Francis Street was selected as the southern boundary to establish a regular and identifiable edge to the action area.

Issue Summary

Unlike Action Area I, residential development occurs throughout much of Action Area II. There are a total of 100 acres of residential uses in the area, two-thirds of which contain single family homes. The remainder are two-family units and apartments. City General Plan and zoning policies promote phasing out of these residential uses and construction of new noise-compatible industrial parks. Until the NCP, however, there has been no systematic program designed to implement this transition in an orderly fashion. No aspect of the implementation program involves eminent domain. Under the NCP, funded jointly by the Los Angeles Department of Airports, the FAA and Redevelopment Agency, owners of residential uses will be able to approach the NCP, which will acquire property and/or development rights and will function as the purchaser of last resort. The program will land bank the parcels it has acquired, where necessary assemble contiguous properties, add restrictive use easements to the title and eventually make them available for purchase for industrial development. Sponsoring agencies are prepared to commit a minimum funding level of \$6 million per year for implementation of this policy. The program will also offer to purchase some vacant parcels from willing sellers.

GOAL 5.0: Encourage and accelerate the orderly and systematic replacement of incompatible uses by industrial development within Action Area II west of the Airport.

Policy 5.1: Coordinate with Ontario-Montclair School District to support, encourage and facilitate relocation of Bon View Elementary School.

Policy 5.2: Purchase nonconforming residential uses from willing sellers.

Policy 5.3: In areas of extreme noise impact, vacate and demolish acquired residential units and relocate occupants to safer, quieter housing.

Policy 5.4: Land bank and assemble developed residential parcels for future industrial development.

Policy 5.5: Acquire and land bank vacant land for future industrial development. Offer acquired properties for sale with development controls and aviation easements.

Policy 5.6: Under the administration of the City of Ontario Redevelopment Agency, assist willing sellers participating in the acquisition program.

Policy 5.7: Give priority in City housing programs to relocating renters from Action Area II in need of housing assistance.

◦ **ACTION AREA III (Outer Western and Northern)**

Location

Lying north and west of Action Area II, Action Area III contains 1,263 acres. The northern portion is a thin strip of land wedged between the airport boundary and Nocta Street. It is developed primarily with commercial and industrial uses.

The western portion extends generally from Action Area II to San Antonio Avenue and is predominantly residential. (About 40% of Action Area III is devoted to housing, primarily single family units at a density of about 5 units per acre.)

Approximately two-thirds of Action Area III is within the 65 CNEL boundary; the remainder lies between the 65 CNEL

contour and the nearest major street. The boundaries of Action Area III were established specifically to include schools if they were near to but outside of the 65 CNEL contour. Six schools are located within Action Area III. Euclid School, Linda Vista School, Bethel Christian School, Sultana, Ontario Christian High School, and DeAnza Junior High School are within the 65 CNEL as depicted in the five-year case scenario (Figure AE-2A).

Issue Summary

Sound attenuation for impacted schools and preservation of neighborhood integrity are the paramount objectives of the Noise Compatibility Program within Action Area III. A preliminary allocation of \$6 million has been budgeted to reduce interior classroom noise levels and eliminate noise interference with the learning process. All State-licensed schools, public and private, which are actively conducting classes within Action Area III are eligible for the sound attenuation program.

To preserve the predominantly single-family character of the area, the program will offer an opportunity for property owners to have their structures acoustically treated in exchange for avigation easements. (Avigation easements acknowledge the rights of aircraft to overfly the property and make noise. City policy already requires such easements for all new construction within the 65 CNEL contour.) The objective of neighborhood preservation efforts is to maintain residential densities at current levels or reduce them slightly. Intensification of development is not consistent with the Part 150 Program. To foster neighborhood stability, a variety of neighborhood enhancement strategies, such as provision of public landscaping, neighborhood centers, pedestrian and bike paths, will be implemented.

GOAL 6.0: Maintain and improve the stability and quality of life in residential neighborhoods within Action Areas III and IV whose preservation is compatible with Airport growth.

Policy 6.1: Acquire and land bank vacant land. Resell acquired properties with noise and avigation easements.

Policy 6.2: Design and institute a program of neighborhood enhancement for residential areas. This program could

include landscaping, visual barriers, pedestrian and bike paths, street improvements, and neighborhood centers, depending on the suitability of each particular area.

Policy 6.3: Provide noise insulation for eligible schools providing ongoing classroom instruction within Action Area III.

Policy 6.4: Offer free voluntary acoustical treatment for property owners in exchange for aviation easements to permit aircraft overflight.

Policy 6.5: For some residential units, offer purchase assurance as the buyer of last resort; acquire, insulate, resell purchased units with noise and aviation easements.

Policy 6.6: In acknowledgement that at some future point the residents of Action Area IV may support a transition to industrial uses, any future individual requests for General Plan Amendments are to include consideration of the entirety of Action Area IV.

GOAL 7.0: Aggressively pursue and participate in the preparation of a comprehensive Master Plan for the Ontario International Airport, in conjunction with both the Department of Airports (DOA) and the City of Los Angeles.

Policy 7.1: At the executive level, begin negotiations with the City of Los Angeles Department of Airports (DOA) to request the DOA to prepare a comprehensive Master Plan for the Ontario International Airport with the City to be an active participant in the planning effort, dealing with issues relating to the Ontario International Airport and the impacts and benefits to the City of Ontario.

◦ **ACTION AREA IV (Bon View Park)**

Location

Action Area IV contains 88 acres and represents a special case within the Airport Environs. Bon View Park is the most prominent land use. Although the area contains no schools, almost half of the acreage is residentially developed. It contains approximately 325 residences, 255 single family houses and 70 multi-family units, and an estimated 940

people. It lies almost entirely within the 70 CNEL contour, and will remain between the 65 and 70 CNEL contours over the next five years.

Issue Summary

Despite the noise impact, residents of Action Area IV expressed a strong sense of community identity when the last General Plan was prepared in 1982. At that time, based on public meetings at which residents of the area stated their desire to preserve their neighborhoods, the 1982 General Plan designated Action Area IV for continued residential use. During the policy development phase of this General Plan revision, a meeting was held at the Bon View Community Center with the General Plan Advisory Committee to hear residents' concerns about airport noise and land use issues. A majority expressed a desire to remain in their homes, despite noise from the airport. The opportunity to change the area to a more compatible industrial land use, consistent with that for Action Area II, was not supported.

Although some residents expressed interest in adding more units consistent with current R-2 zoning, addition of new residents to an area of unhealthful noise exposure would be in direct opposition to the policy thrust of the Noise Compatibility Program. Some portions of Action Area IV also lie within the Approach Safety Zone. To preserve existing housing stock but avoid adding new units to a noise impacted area, the implementation program for Action Area IV follows that designed for Action Area III. These goals and policies are contained in the section immediately preceding.

4.7 SUMMARY OF IMPLEMENTATION POLICIES

Figure AE-9 is a land use policy matrix for the four Action Areas within the Airport Environs. Policies differentiate between vacant and developed lands.

STRATEGY	ACTION AREA							
	I		II		III		IV	
	Developed	Vacant	Developed	Vacant	Developed	Vacant	Developed	Vacant
Purchase (By Willing Sellers)								
Acquisition of Development Rights								
Conservation Easement								
Purchase Assurance								
Acoustical Treatment								
Avigation Easements								
Redefinition of Compatible Uses								
Neighborhood Enhancement								

SOURCE: FAR Part 150 Noise Compatibility Program

Refer to following page for definitions of terms.

Figure AE-9
Application of Airport
Environs Land Use
Compatibility Strategies

City of Ontario



1. Purchase (P): The purchase of nonconforming uses from willing sellers. This option would be used as a vehicle for land conversion to compatible uses. Structures could also be acoustically treated and placed back on the market with a noise easement. This program would be applicable to all action areas.
2. Acquisition of Development Rights (DR): The purchase of rights to develop incompatible uses, generally on undeveloped land. This remedy has no great application in impact area I, since zoning and general plan designations on all undeveloped land in that area would support compatible use only. This option is generally recommended for areas where infilling with industrial uses in existing, stable residential neighborhoods would be undesirable. This option is best suited to the transition area between impact areas II and III and can be coordinated with a program of neighborhood enhancement to provide for interim conditions which are not blighting.
3. Conservation Easement (CE): The purchase of the right to require that less intense uses not be replaced by more intense and incompatible uses. This option has limited application to impact area I. It could be applied to agricultural uses. Some agricultural uses still exist to the east of the airport. Nevertheless, these areas were generally planned and zoned for industrial and commercial uses. However, the California Commerce Center Specific Plan does allow for a dedication of up to 30 acres adjacent to the airport if the Part 150 Study were to recommend that the area remain undeveloped.
4. Purchase Assurance (PA): This option provides to a property owner the ongoing offer of purchase. Once purchased, the building could be razed in areas of high impact. Elsewhere, where neighborhood preservation is desired, acquired properties could be acoustically treated, aviation easements taken and the properties placed back on the market for resale. This option was most applicable in impact area III, where some neighborhood retention is possible and impact area II, where clearance and conversion to compatible uses was more appropriate.
5. Acoustical Treatment (AT): This mitigation measure would provide an opportunity for property owners, (including residences, schools, medical facilities, etc.) to have structures acoustically treated in exchange for aviation easements. This option was viewed as most appropriate in those portions of impact area III where neighborhood retention was desired.
6. Neighborhood Enhancement (NE): This measures provides various types of neighborhood amenities in those areas where preservation is desired. These could include landscaping, visual buffers, pedestrian and bicycle paths, street improvements, pocket parks, neighborhood center, etc. This option is clearly best suited to those portions of impact area III where preservation is desired.

7. **Zoning and General Plan (Z):** All of Action Area I was zoned and general planned for compatible uses. Few non-conforming uses exist in this area. Thus, this option has generally resolved compatibility problems east of the airport. Large areas of Action Area II were already compatible with general plan and zoning designations. A major policy goal of the City for the Part 150 Study was to speed the process whereby non-conforming uses could be replaced by conforming ones in this area. Action Area III also included some areas where zoning for compatible uses was possible and the program contains a recommendation that this tool be used where appropriate.
8. **Avigation Easements (AE):** The requirement of noise easements could be a condition for acoustical treatment. Moreover, City policy already requires such easements for all new construction within the projected 65 CNEL.
9. **New Airport Environs Element of the General Plan (GP):** The City was in the process of updating its General Plan during the Part 150 Study (1990). The new plan will contain an Airport Environs Element which will address issues related to airport noise, safety, land use compatibility, and other airport-related issues. The new Airport Environs Element will incorporate the policies which are part of the NCP. The new Element will be applied in Action Areas I, II, III and IV. The Airport Environs Element is expected to be submitted to the West Valley ALUC in 1990 (during the same period hearings on the General Plan are expected). The Airport Environs Element is anticipated to become the basis for a new Airport Land Use Plan, according to California State law.
10. **Redefinition of Incompatible Uses (R):** State staff has drafted a proposed change in California's noise regulations which would make a given use compatible if a continuing offer for either acoustical treatment (see #6, above) or Purchase Assurance (see #5, above) were made, but the owner chose not to participate. The City of Ontario supported this change. This option would have application in both Action Areas I and II.

(The next two policies were considered in the course of preparing the draft NCP, but were rejected for all four action areas.)

11. **Condemnation (C):** Acquisition of title through condemnation and the relocation of residents consistent with local, State, and Federal requirements. This option was rejected for all impact areas. Experience in other programs indicates that any benefit to the program presented is more than counter-balanced by resultant community opposition. Failure to use this tool can cause subsequent redevelopment of affected areas to be piecemeal. However, it is hoped that this problem can be overcome through the use of other options. This option was not part of the NCP.
12. **Infrastructure Controls (IC):** This option (if used) would control development through water, sewer, and other infrastructure mechanisms. Generally, it was applicable only in areas where development has not yet occurred. Since infrastructure development in Action Areas II and III has already occurred, this option has no application in those areas. Since incompatible development was not likely in Action Area I, this option was not necessary. Accordingly, this option has been abandoned.

4.8 AIRPORT ENVIRONS LAND USE PLAN

This section of the Airport Environs Element designates the proposed general distribution, location and extent of land uses, including land for housing, business, industry, open space, agriculture, natural resources, recreation, public facilities and other categories of use. In keeping with State law, the element defines not only the location of various land uses but also the anticipated population density of single and multi-family homes and building intensity of non-residential development.

Figure AE-10 is a graphic representation of the City's land use policy in the Airport Environs. Table AE-4 describes the acreage of proposed land uses within each Action Area. The map meets the State requirement (Section 65302(a)) concerning the "designation of the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid waste and liquid waste disposal facilities, and other categories of public and private land use."

RESIDENTIAL USES

The residential designation is divided into seven density categories, four of which appear in the Airport Environs. Each density category provides a range of intensity of development. This range establishes a quantifiable measure of the number of units which are allowed to be built within each residential category (e.g. 5.1 to 11.0 dwelling units per net acre for Low Medium Density Residential).

◦ Low Density Residential (0-5.0 units per acre)

This category describes the majority of single-family neighborhoods in Ontario. The character intended is that of a typical suburban single-family area. For new construction, top density has been reduced by one unit per acre from the prior General Plan. The purpose of this density reduction is to facilitate better design of subdivisions and to provide more usable private yard space. Average household size is anticipated to be 3.3 persons per unit.

FIGURE AE-10 AIRPORT ENVIRONS POLICY
MAP IS LOCATED IN A POCKET IN THE
BACK OF THIS DOCUMENT

TABLE AE-4
LAND USE POLICY WITHIN PART 150 ACTION AREAS
AIRPORT ENVIRONS LAND USE PLAN

LAND USE CATEGORY	ACREAGE IN ACTION AREAS			
	I	II	III	IV
RESIDENTIAL USES				47.3 (c)
Low Density Residential			385.1	
Low Medium Density Residential			3.2	
Medium Density Residential			31.9	
High Density Residential			3.9	
COMMERCIAL USES				
General Commercial			26.0	
Neighborhood Commercial			9.4	
Neighborhood Convenience			0.7	
Administrative/Professional			0.1	
Airport Service Commercial	66.5		42.9	
Historic Planned Commercial	136.7			
Planned Commercial	244.6			
INDUSTRIAL USES				1.3
General Industrial	51.7	88.4 (a,b)	21.3	
Industrial Park			38.6	
Vintage Industrial Park	1,244.2	778.9 (a,b)		
Planned Industrial	2,075.2	0.6		
Airport Industrial	1.5	71.6 (b)	15.4	
Milliken Landfill	132.6			
Planned Industrial/ Landfill Impact Area	329.7			
PUBLIC/OPEN SPACE USES				
Existing Public Facility	3.0	13.4	1.7	
Existing Public School	2.4	9.6	32.6	
Existing Park/Recreational Open Space			20.5	
Non-recreational Open Space	435.9	14.7	5.2	11.5
SPECIAL AREAS				
Town Center Study Area			48.8	
East Holt Study Area		16.8	150.4	
Grove Avenue Corridor Business Park		125.5 (b)		
INFRASTRUCTURE	835.7	284.9	376.7	28.2
TOTAL	5,559.7	1,404.4	1,214.4	88.3

Footnotes:

- a) A portion of this area lies within the Clear Zone. This area to remain devoid of structures.
- b) A portion of this area lies within the Approach Safety Zone. Maximum FAR is 0.25.
- c) A portion of this area lies within the Approach Safety Zone. Maximum density is 3 du/acre.

- **Low Medium Density Residential (5.1-11.0 units per acre)**

This category has been added to provide townhouse style development at a density which is not now commonly constructed in Ontario. It is also intended to accommodate infill units in designated existing stable single-family neighborhoods. This type of lower density multi-family development will provide greater design flexibility, permitting more aesthetically pleasing site plans for new developments. Multi-family development at this density typically results in larger units. Therefore it is anticipated that future density will approximate the City's current average household size, 3.0 persons per unit.

- **Medium Density Residential (11.1-16.0 units per acre)**

This density range describes most multi-family development that has been constructed in Ontario in recent years. Anticipated population density for this land use designation will be lower than the City average, approximately 2.7 persons per unit.

- **High Density Residential (16.1-25.0 units per acre)**

Multi-story apartments and condominiums are typical of this density. New development at this density is usually most compatible near community shopping centers, employment centers and transportation facilities. However, this land use category also covers a number of existing older multi-family developments. Many more residents of these units are single occupants, or couples without children. Therefore, average household size for this density is lower than for most other designations, 2.1 persons per unit.

COMMERCIAL USES

This portion of the Land Use Plan defines the range of commercial land use categories and the intensity of development permitted within each designation. Although examples of permitted uses are given in this section, these examples are not intended to be all-inclusive. Building intensity for commercial (and industrial) uses is expressed in terms of maximum height and Floor Area Ratios (FARs). A Floor Area Ratio is a number derived from a fraction -- the square footage of the building divided by the square footage

of the lot. For example, a building with a total floor area of 25,000 square feet situated on a 50,000 square foot lot has a Floor Area Ratio of 0.50. The complete listing of permitted uses as well as restrictions governing the height, bulk, setback and architectural design of structures, is provided in the Development Code.

- **General Commercial**

This category permits a wide range of retailing, wholesaling and service (including highway service), and community shopping facilities and represents an important source of sales tax revenue for the City. The intensity of development in this classification will not exceed 35 feet in height, with a maximum Floor Area Ratio (FAR) of 0.40.

- **Neighborhood Commercial**

This category shall accommodate a variety of commercial uses with an emphasis on goods and services that are needed on a daily basis. A typical neighborhood commercial shopping center contains a supermarket and retail stores in close proximity to residential development. The commercial uses which will be permitted on this category include supermarkets, dry cleaners, specialty retail stores, apparel stores, gift shops, pharmacies, restaurants, banks, and professional service establishments (doctors, dentists, realtors). Automotive repair and servicing is not permitted in this category as a primary use. Development in this classification will have a maximum FAR of 0.40.

- **Neighborhood Convenience**

This category shall accommodate small-scale neighborhood commercial establishments, such as "Mom and Pop" stores. This type of convenience store is typically a non-franchise, owner-operated store, where food or other daily convenience items are purchased. These stores typically are pedestrian-oriented and located in established residential neighborhoods. The Development Code will regulate the expansion, replacement and future development of uses in this category. Development in this classification will have a maximum FAR of 0.40.

- **Administrative Professional**

This commercial category includes those business establishments primarily involved in providing professional services. Uses include corporate offices, medical/dental offices, attorneys, and engineers. Clinics, banks, savings and loans, real estate and insurance offices are also permitted. Development intensity for this category will be governed by a 35 foot height limit and a maximum FAR of 0.75.

- **Planned Commercial**

This category accommodates retail, service and office commercial uses developed under specific plans. Mixed use projects, which could include light industrial and/or residential uses, are encouraged in this category in order to promote jobs/housing balance. Maximum permitted Planned Commercial FAR shall be 1.00.

- **Airport Service Commercial**

This use is indicated for the corridor adjacent to Ontario International Airport and Interstate 10. The classification permits transient and airport-dependent commercial uses such as hotels, restaurants, conference centers, and offices.

Quality of architectural design is to be emphasized. To ensure adequate visitor-serving usage, office use of the ground floor of multi-story buildings is discouraged. Retail and visitor-serving uses at ground floor level are encouraged. Maximum height of structures in this designation is 75 feet; maximum floor area ratio is 1.00.

- **Historic Planned Commercial**

This designation is applied to two sites in close proximity to Ontario International Airport -- the Guasti Winery and Hofer Ranch. Both are of historic importance and are eligible for the National Register of Historic Places. Both have great commercial reuse potential. Development at Guasti Winery and Hofer Ranch will be governed by specific plan. A separate specific plan shall be prepared for each Historic Planned Commercial area. Each specific plan shall provide for the retention and protection of existing historic structures. Possible uses for these sites include commercial and visitor-serving uses, such as restaurants, offices, retail shops, and convention facilities,

but only in conjunction with preservation of existing historic structures. Portions of the specific plan area which do not contain historic structures may be developed at greater intensity than the preservation area, in order to reinforce the economic viability of preservation. Although new development must preserve, enhance and harmonize with existing historic structures, it need not conform to the style or scale of the existing historic structures. Maximum Floor Area Ratio within the Historic Planned Commercial designation shall be 1.00.

INDUSTRIAL USES

The industrial classifications are intended to permit a variety of industrial activities, while at the same time encouraging development of businesses which maximize potential for job creation. Industrial developments in which warehousing is the primary use are specifically discouraged. The Development Code details the uses, height, setback and percentage of warehousing permitted within each industrial category.

◦ General Industrial

This classification permits a wide range of industrial uses, including manufacturing, assembly, warehousing and distribution, and trucking, as well as associated heavy commercial and related office use. Intensity of development for General Industrial areas will be governed by a maximum FAR of 0.55 and a building height limit of 35 feet. For General Industrial areas within the Approach Air Safety Zone, building intensity is limited to an FAR of 0.25, and a building height of one story. New uses within the General Industrial designation will be subject to the policies of the Hazards Element (Chapter 3). Any industrial uses will have to demonstrate a negligible effect on air quality, water quality and waste (landfill and sewage impacts). All new industry must meet or exceed all applicable federal, state and local pollution control standards.

◦ Planned Industrial

The Planned Industrial designation is intended to accommodate light industrial uses on larger sites. Support business and retail commercial uses are also permitted. Like the Planned Commercial and Planned Residential

land use categories, Planned Industrial developments require submittal of a Specific Plan, which defines the standards under which the project will be developed. Maximum FAR for Planned Industrial Developments is 0.55. For Planned Industrial areas within the Approach Air Safety Zone, building intensity is limited to an FAR of 0.25, and a building height of one story.

- **Industrial Park**

This category is intended for light industrial uses on sites too small for a specific plan. The Development Code defines standards for these areas, which are similar to those in force in planned industrial areas developed in portions of Ontario east and south of Ontario International Airport. Maximum FAR for Industrial Park uses is 0.55. For Industrial Park areas within the Approach Safety Zone, building intensity is limited to an FAR of 0.25, and a building height of one story.

- **Vintage Industrial Park**

In this area located in eastern Ontario, new projects must be constructed according to development standards defined for the Vintage Industrial Park Redevelopment Area. Maximum FAR for Vintage Industrial Park is 0.55.

- **Airport Industrial**

This designation is located west of Ontario International Airport beneath the primary departure pattern in an area heavily impacted by noise. A portion of this area lies within the Approach Air Safety zone. It is intended for airport-related and noise tolerant land uses, including rental car and airport vehicle parking and servicing, air freight and shipping companies, airline catering and supply firms, and similar uses. Maximum FAR for Airport Industrial areas is 0.55. For Airport Industrial areas within the Approach Air Safety Zone, building intensity is limited to an FAR of 0.25, and a building height of one story.

- **Landfill**

This category applies only to the Milliken Landfill, which is nearing capacity. Once the landfill is closed, it will remain under the jurisdiction of the County of San Bernardino. The site may continue to be used as a transfer station for

solid waste being shipped to other landfill sites further to the east. There is no reuse potential for the site for the foreseeable future.

◦ **Planned Industrial/Landfill Impact Study Area**

This category has been applied to lands immediately surrounding Milliken Landfill. Soils and groundwater contamination, airborne toxics, and migration of methane gas from the landfill have been identified as possible problems in this area. These conditions, if present, have the potential to constrain the nature and extent of development within this land use designation, as well as to affect site design and building placement.

In conjunction with preparation of a proposed specific plan, proposed specific plan amendment, or for approval of a particular development project within an approved specific plan, site-specific professional studies documenting current conditions and potential risks shall be prepared by the project proponent and submitted to the City Planner.

For new proposed specific plans or specific plan amendments, this information shall be used to define the extent of analysis required in the Environmental Impact Report. For parcel development within approved specific plan areas, information provided shall be sufficient for the City Planner to make the following findings:

- 1) construction workers and building occupants would not be exposed to hazardous conditions resulting from landfill impacts at the site; and
- 2) development of the site would not worsen landfill-related conditions at other locations in the immediate vicinity.

If the City Planner cannot make these findings based on the information submitted by the project proponent, a focused EIR shall be prepared before development proceeds.

Maximum FAR for this area shall be 0.55.

PUBLIC/OPEN SPACE USES

These land use categories provide for government and other public facilities, schools, parks and open space.

- **Existing Public Facility**

This designation includes the Civic Center, public and private hospitals, fire stations and any public buildings and gathering places in Ontario. Churches are not included in this category but are permitted in all commercial and residential land use designations.

- **Existing Public School**

This designation covers public schools for grades Kindergarten through 12. Private schools and preschools are not included but are permitted uses in residential and some commercial land use designations.

- **Existing Recreational Open Space/Park**

This designation includes city and regional parks and recreation areas, but does not include private open space (for example, condominium recreation areas available only to residents).

- **Non-Recreational Open Space**

This category includes the cemetery, utility easements, flood control channels, and spreading basins.

- **Infrastructure**

This designation covers streets, highways and freeways.

SPECIAL AREAS

The following three designations apply to areas of the City for which more detailed land use plans have been or are being developed.

- **Grove Avenue Corridor Business Park**

The Grove Avenue Corridor Business Park is the subject of a special planning effort that has been undertaken by the

City. This effort is focused on development of a Specific Plan to establish superior design guidelines and development standards for the Grove Avenue Corridor. These guidelines and standards are intended to create a distinctive identity for the Corridor in recognition of its premiere location as the main entrance into the Ontario International Airport from the Pomona Freeway. A variety of light industrial uses with an FAR of 0.35 and professional/administrative offices with an FAR of 0.30 will be permitted. In addition, commercial uses with an FAR of 0.30 will be established at Philadelphia Street and Francis Street. For those northern portions of the Grove Avenue Corridor that are located in the Approach Safety Zones of the Ontario International Airport, building intensity is limited to an FAR of 0.25 and a building height of one story.

- **Town Center Study Area**

Land uses and development criteria for the Town Center Study Area have been defined in detail by the Ontario Redevelopment Agency.

- **East Holt Boulevard Study Area**

Land Uses and development criteria for the East Holt Boulevard Study Area have been defined in detail by the Ontario Redevelopment Agency.

ONTARIO

GENERAL PLAN • 1992

5.0 NATURAL RESOURCES ELEMENT

Natural resources are the basic building blocks of a community. Clean air and a plentiful supply of unpolluted water attracted the first settlers to Ontario, but today they can no longer be taken for granted. Ontario also contains natural resources in the ground, in the form of soils suitable for agriculture and gravel for new construction. The State of California has mandated that the General Plan provide for the conservation of these resources for the use and enjoyment of future generations.

The Natural Resources Element of the Ontario General Plan includes mandated sections of the Conservation Element dealing with groundwater, air quality, soils, and aggregate resources (gravel). Flood control is discussed in the Hazards and Infrastructure Elements, Chapters 3 and 8, respectively.

5.1 GROUNDWATER

Issue Summary

The Chino groundwater basin, which underlies all of Ontario and much of the surrounding area, has a capacity of approximately 13 million acre-feet. Chino Basin groundwater is replenished primarily by natural rainfall and stormwater runoff that is percolated in recharge basins. Runoff water is concentrated in canyons in the south-facing slopes of the San Gabriel Mountains and carried to the valley floor. The principal watercourses feeding the Chino groundwater basin are Cucamonga Creek, West Cucamonga Creek, Day Creek, Deer Creek and Etiwanda Creek. Groundwater from this basin supplied Ontario with agricultural water when it was a farming community and now provides both household and fire flow water. The City also receives water from northern California via the State Aqueduct. Water supply and delivery systems are discussed in Chapter 8, Infrastructure.

Groundwater levels are the responsibility of the Chino Basin Watermaster. The Watermaster administers the pumping of groundwater to serve residents and businesses of Ontario, and replenishes it when Ontario exceeds its safe yield with imported water from the State Water Project.

Aquifer recharge, the replenishment of groundwater by percolation of rainfall into the water table, will not end local dependency on imported water, but can diminish it. Most aquifer recharge for the Chino Basin occurs north of the City, but the Santa Ana River also provides recharge opportunities. However, with adopted and proposed specific plans now comprising much of eastern Ontario, the potential for aquifer recharge projects within the rapidly developing City is diminishing. Aquifer recharge should be encouraged in the new project design of future specific plans.

At present secondary sewage effluent is being used on an experimental basis for groundwater recharge in the Ely Basins, percolation basins which are administered by the San Bernardino County Flood Control District. If it is demonstrated that groundwater recharge is a viable use for reclaimed water, this reuse option will be expanded. Irrigation of the Ontario City Golf Course and recharge of the Ely Basins with sewage effluent utilize just a small percentage of reclaimable wastewater processed by the CBMWD. The remainder is discharged into the Santa Ana River, and represents a lost opportunity to the City and to the Chino Basin.

Groundwater quality is the responsibility of the Santa Ana Regional Water Quality Control Board (SARWQCB). Groundwater moves from north to south through the City, and picks up dissolved salts as it flows southward. Groundwater quality in Ontario is considered good to excellent, but some water quality problems do exist in the southern portion of the City. The SARWQCB has identified two types of groundwater problems.

The first groundwater contaminant, nitrate, is derived from dairy wastes and leaching of residual fertilizer from former agricultural uses. Nitrate concentrations are usually within state water quality standards but have occasionally exceeded them.

Residual fertilizer continues to leach into the water table, adversely affecting groundwater even though the land is no longer under cultivation. Remaining dairy wastes will continue to percolate through the soil. Groundwater degradation is thus likely to continue for some time after dairy use has ended.

The second and less significant type of groundwater problem is industrial solvents, including TCE (trichlorethylene) and PCE (perchloroethylene) whose presence in the groundwater necessitated closing a well east of Euclid on Phillips. There are additional wells south of Riverside near Archibald where traces of TCE and PCE have been found. Sources of TCE and PCE are suspected to be related to Ontario International Airport and current or former airport-related industrial uses. The Los Angeles Department of Airports is conducting a study to see whether the airport was the cause and will take action to clean up the problem if the airport was responsible. The SARWQCB is responsible for mandating correction procedures by the private sector once the source has been identified.

The site of the old General Electric steam iron plant has been identified as a probable source of groundwater contaminants, but this has not been confirmed. General Electric, which no longer owns the site, is conducting research to pinpoint the source of the contamination and will be responsible for cleanup if wastes from the steam iron facility can be confirmed as the source.

The former Kaiser Steel plant in Fontana may also contribute to groundwater problems in Ontario, even though it has been closed for many years. The extent of the problem and its effect on Ontario needs to be addressed; however, they are under orders to clean up any contamination problems associated with the steel plant and mitigate any well problems in Ontario.

GOAL 1.0: Conserve, protect and enhance the groundwater resources of the Chino Basin.

Policy 1.1: Promote and where possible require water saving policies, programs and devices which minimize reliance of local users on imported water. Vigorously pursue reductions in per capita water consumption for both homes and businesses. Encourage water conservation by the inclusion and placement of water-saving equipment and landscaping in new and existing development. Specify and require low flow fixtures and dry climate plant materials (xeriscape) in the Development Code, both for new projects and for rehabilitation of existing buildings. The City will explore the

possibility of periodic water audits to ensure efficient water use.

Policy 1.2: Where feasible encourage aquifer recharge within Ontario and surrounding communities.

Policy 1.3: Support efforts of the Chino Basin Municipal Water District to expand uses for treated sewage effluent, including aquifer recharge.

Policy 1.4: Provide vigorous support for the Santa Ana River Regional Water Quality Control Board in order to maintain and improve groundwater quality, and in particular in its efforts to clean up groundwater problem areas, including those which may have been created by the old GE iron plant in Ontario and Kaiser steel plant in Fontana. Where feasible, utilize city ordinances and regulations to support and reinforce cleanup requirements.

5.2 AIR QUALITY

Issue Summary

Air pollution comes from both point sources (industries such as refineries and manufacturing plants) and mobile sources (cars and trucks). Prevailing westerly winds bring ocean air inland to Ontario, passing over many pollution sources along the way. Smog develops when temperature inversion traps this polluted shallow layer of air near the ground, preventing the mixing of cleaner air from higher altitudes.

The area's primary pollutant is ozone, a colorless, toxic gas formed principally when motor vehicle exhaust "cooks" in sunlight. Although air pollution showed a decline in the early 1980s, ozone pollution over the past three years of the decade has generally worsened. Smog resulting from high ozone levels limits visibility. In 1989, Ontario International Airport exceeded the visibility standard on 265 days, more than 70% of the year.

Other pollutants including carbon monoxide, oxides of nitrogen sulfur dioxide, particulates, and hydrocarbons and other organic gases, have generally remained within state air quality standards. This accomplishment, however, is not

sufficient to offset the deterioration of air quality due to rising ozone levels.

The South Coast Air Quality Management District (SCAQMD) monitors both point and mobile sources of pollution and is responsible for planning and implementing strategies to improve the air. Measures instituted by the SCAQMD have been helpful, but the improvement has not been as pronounced as expected due to ongoing population growth and development within the Basin. SCAQMD projections indicate that federal clean air goals will not be met without further and more stringent implementation strategies.

The Southern California Association of Governments, working with the SCAQMD, has developed an Air Quality Management Plan (AQMP). The AQMP is supported by the Regional Mobility Plan, whose goal is to permit Southern California to retain freedom of movement by increasing vehicle occupancy and promoting alternatives to the automobile. The AQMP requires that some point source industries install new equipment to decrease or cleanse their emissions. Others must use cleaner burning fuels, such as natural gas and methanol. Changes also affect individual homes and families -- right down to the fire starter for the backyard barbecue and the formulation of house paint.

Even industries which do not emit pollutants contribute to the deterioration of air quality by generating traffic. Motor vehicles account for approximately three-fourths of all pollutants. The SCAQMD has stipulated a number of strategies for reducing the number of vehicle trips created by new development. These strategies include ridesharing, increased use of public transportation, and land use planning to locate residential areas close to major employment centers. Ontario can incorporate these strategies into its development review procedures.

A regional air quality element, coordinated by the County of San Bernardino with the cooperation of all South Coast Air Basin Cities, has been prepared. It will be incorporated, as appropriate, into the General Plan. The Air Quality element identifies changes to the Development Code and other actions which Ontario can take to support and reinforce the AQMP, and is the primary means of implementing the Air Quality Management Plan in Ontario. The implementation policies

below are some of the many ways Ontario will be able to carry out the AQMP, and the Regional Mobility Plan.

GOAL 2.0: Support and reinforce regional air quality plans and programs.

Policy 2.1: Through the Development Code, support mass transit projects whenever possible and require mass transit connections to sizeable new development, residential, commercial and industrial.

Policy 2.2: Require traffic reduction measures such as ridesharing and staggered work hours for employers with more than 100 employees.

Policy 2.3: Encourage jobs/housing balance by promoting land use patterns which decrease automobile travel between home and workplace.

Policy 2.4: Promote the growth of "clean" industry which does not increase pollution from point sources.

Policy 2.5: Work with Omnitrans to expand bus services. Require bus-related improvements (shelter, turn-outs, etc.) as part of new Specific Plan developments.

Policy 2.6: Support and encourage new park and ride facilities in and near Ontario.

Policy 2.7: Promote other transit forms (bikeways, walking) as an alternative to automobiles.

Policy 2.8: Promote mixed use development projects in downtown and east Ontario.

Policy 2.9: Within City Hall, adopt telecommunications and work-at-home programs to reduce government employee trip commute by 20 percent.

Policy 2.10: Work with other local jurisdictions to develop a rail corridor between Los Angeles and San Bernardino.

Policy 2.11: Encourage landscaping that most effectively aids in reducing air pollutants.

Policy 2.12: Coordinate City programs and policies regarding air quality with the San Bernardino County Air Quality Element.

5.3 SOILS

Issue Summary

Soils within Ontario are derived from the alluvial valley floors, fans and terraces which cover broad areas of San Bernardino County. Soils can be examined by capability groupings, which define suitability for agricultural use. Class I and II soils are the capability groupings which are considered prime agricultural soils. They cover approximately 15 percent of Ontario's land area but are not concentrated in one portion of the city. They are scattered throughout sections of CPAs 5, 6, 10, 11, 12, 13, and 14, as shown in Figure NR-1.

At one time Ontario was a major agricultural area. Citrus groves, field crops and especially wine grapes were commonly cultivated. As the city has become urbanized, agriculture has ceased to be economically viable. A 1989 survey of land uses in Ontario reveal no extensive, permanent agriculture. Any existing agriculture is an interim use of land which is planned and zoned for other uses. Therefore no general plan goals and policies are required for the conservation of soils.

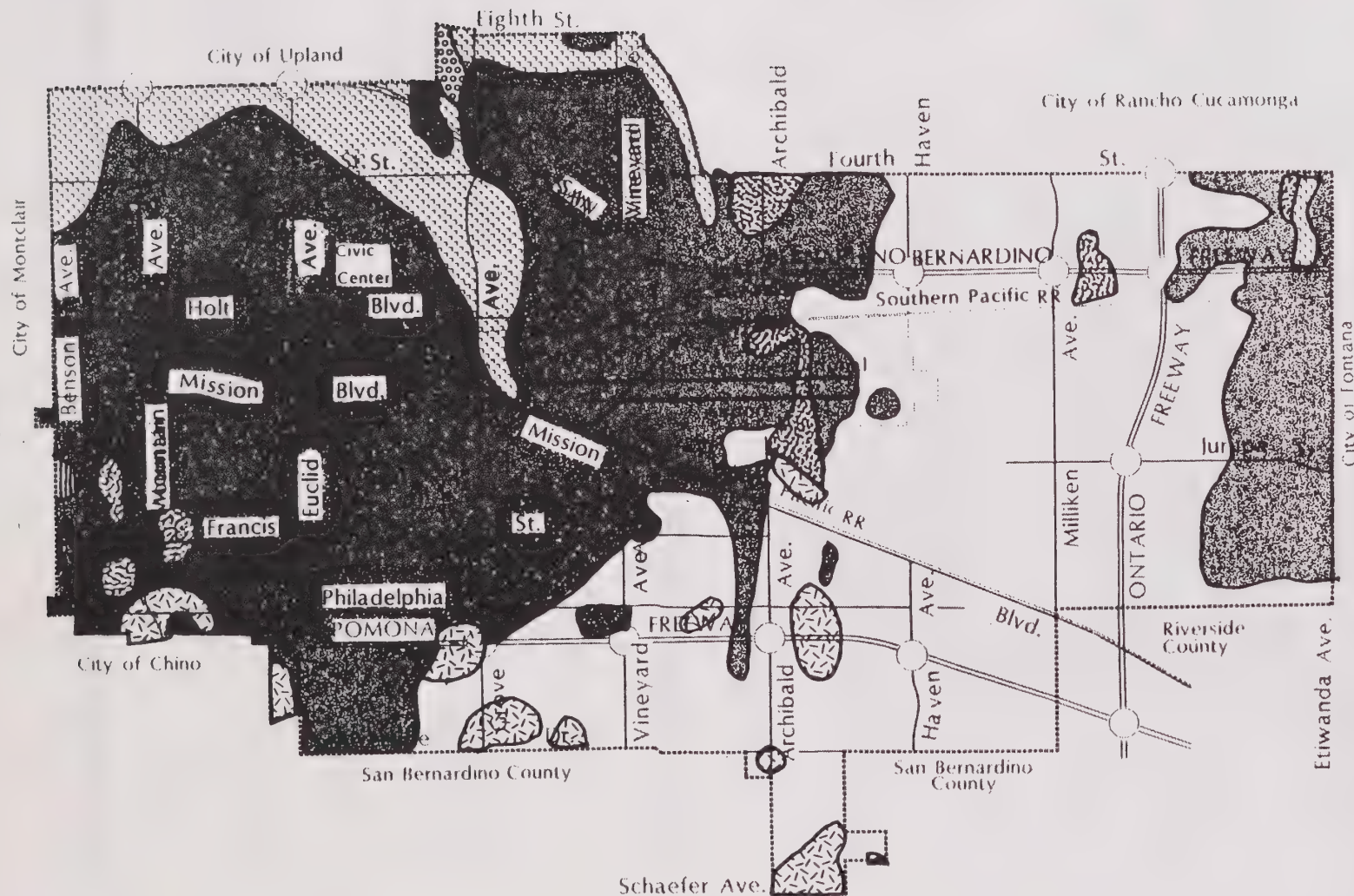
5.4 AGGREGATE RESOURCES

Issue Summary

State guidelines require that Ontario and other cities establish policies within the General Plan to manage identified mineral resource areas of statewide or regional significance. The location and level of importance of these mineral resource areas was determined by the State Division of Mines and Geology.

Ontario contains no mineral resources of statewide significance. However, there are three sites in the extreme southeast part of Ontario which contain "regionally significant" mineral resources. Areas of regional significance were

8-5



- Tujunga loamy sand (Class III Soil)
- Delhi Fine Sand (Class III Soil)
- Hanford Coarse Sandy loam (Class II Soil)
- Tujunga Gravelly loamy Sand (Class IV Soil)
- Hanford Sandy Loam (Class I Soil)
- Hilmar Loamy Fine Sand (Class II Soil)
- Soboda Stony Loamy Sand (Class IV Soil)

Figure NR-1
Soil Types

CITY of ONTARIO



SOURCE: U.S. Department Of Agriculture, Soil Conservation Service,
San Bernardino County, Southwestern part, California.

↑ North
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scale in feet

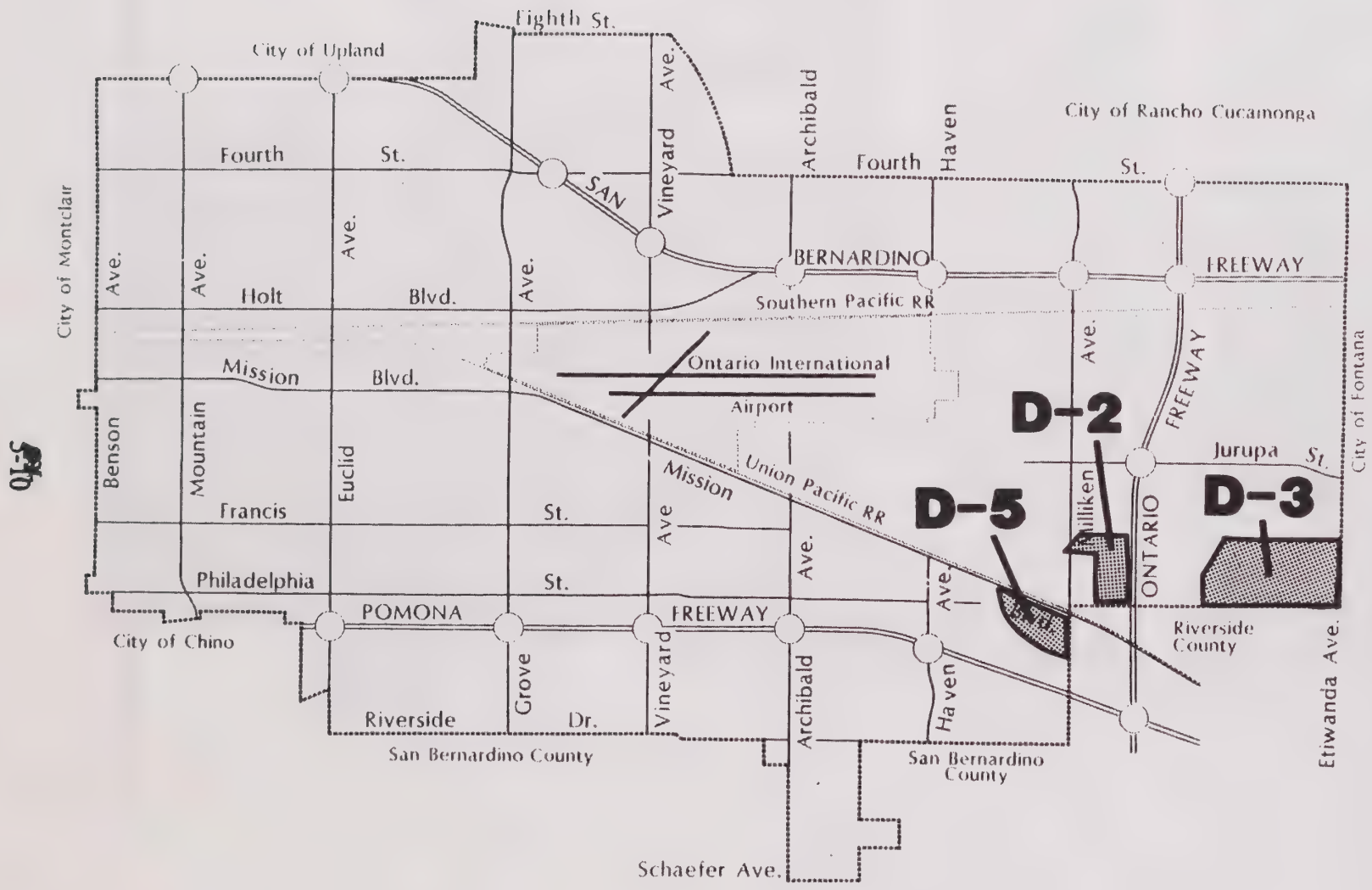
designated by the Mining and Geology Board as those "known to contain a deposit of minerals that are of prime importance in meeting future and mineral needs and which, if developed in a non-compatible use, would result in the permanent loss of regionally significant minerals. The Department of Conservation State Mining and Geology Board designated these areas in 1986. These areas are known as sectors D-2, D-3 and D-5, and contain aggregate resources, commonly known as gravel. They are shown in Figure NR-2. The resources in these sectors were deposited by the Day Creek alluvial fan and are estimated to contain a total of 35.5 million short tons of gravel. These vacant sites are not now mined for extraction of gravel, nor is such use proposed or anticipated in the future.

State Public Resources Code Section 2763 requires that "Lead Agency land use decisions involving areas designated as being of regional significance shall be in accordance with the lead agency's mineral resource management policies and shall also, in balancing mineral values against alternative land uses, consider the importance of these minerals to their market region as a whole and not just their importance to the lead agency's area of jurisdiction."

Much of the area containing regionally significant aggregate (gravel) resources as identified in Figure NR-2, is generally developed or planned for development within the next few years. This does not preclude extraction of the aggregate resources from undeveloped portions of these identified areas in the interim, but any such applications should be reviewed for compatibility with existing or proposed uses, which are expected to be high quality industrial park developments.

GOAL 3.0: Provide for future land use compatibility of aggregate resource sectors with adjacent urbanizing areas.


Policy 3.1: The existence of aggregate resources shall not preclude urbanized development of lands within sectors D-2, D-3 and D-5, provided that such development is consistent with the General Plan.



 Aggregate Resource Areas

Figure NR-2
Aggregate Resource Areas

↑ North
0 4000
scale in feet

CITY of ONTARIO


ONTARIO

GENERAL PLAN • 1992

6.0 AESTHETIC, CULTURAL, OPEN SPACE AND RECREATIONAL RESOURCES ELEMENT

The aesthetic, cultural, open space and recreational resources of a City refresh and enhance people's minds and bodies. They include "green relief"--open spaces, parks and recreational facilities, bike, horse and pedestrian trails, as well as scenic highways and vistas, historic sites, libraries and museums. These are Ontario's special places, which residents cherish and which set the City apart from other communities. The protection of these resources is the purpose of this Element, which includes consideration of State-mandated open space issues.

6.1 PARKS/OPEN SPACE

Issue Summary

The City of Ontario has 176.4 acres of developed parks and playgrounds within its jurisdiction. In addition it maintains another 110 acres of public open space, including the Euclid Avenue Parkway, grounds surrounding the Civic Center and other greenspace. Table AC-1 provides a complete inventory of all city park and recreational facilities. City parks and recreation opportunities are supplemented by school district recreation areas (school playgrounds) and one partially-developed regional park. Figure AC-1 shows the location of local parks and recreation resources.

The City owns another 43.6 acres of undeveloped parkland, which represents a significant unfulfilled recreational resource for Ontario residents. Ontario maintains a Parks Development Fund, whose budget is available for acquisition and development of park facilities. However, money from this fund cannot be allocated for park maintenance, which is a significant problem facing the City park system.

TABLE AC-1
ONTARIO PARKS, RECREATIONAL FACILITIES, AND PUBLIC OPEN SPACE

LOCATION	SIZE	FACILITIES
CITY PARKS & PLAYGROUNDS¹		
1. Homer F. Briggs Park (developed portion) Oaks Ave. north of Philadelphia St.	5.0 acres	Equestrian trail, show ring, lighted Little League field, parking and restrooms.
2. Bon View Park Bon View Ave. south of Mission Blvd.	9.9 acres	Lighted softball field, multipurpose courts, picnic area and pavilion, playground and equipment, swimming pool, community center and gym, parking, security lighting, lighted Little League field, restrooms
3. Centennial Park Campus Ave. at Riverside Dr.	5.0 acres	Open turf area, picnic facility, playground and equipment, restrooms, pedestrian and bicycle facilities, security lighting.
4. Colony Park Fourth St. west of Mountain Ave.	17.5 acres	Lighted picnic area, restrooms, playground and equipment, lighted softball and soccer fields, lighted volleyball and basketball courts, parking, community center, swimming pool, fitness court.
5. D Street Park D St. east of Grove Ave.	6.8 acres	Recreation building, restrooms, athletic field, picnic area, tot-lot, security lighting, part of West Cucamonga Creek Trail.

¹Park numbers correspond to Figure AC-1.

TABLE AC-1 (continued)

	LOCATION	SIZE	FACILITIES
6.	De Anza Park Phillips St. at Euclid Ave.	19.9 acres	Lighted picnic facilities, restrooms, parking, outdoor concert facility, enclosed shuffleboard courts, lighted softball and soccer field, basketball courts, playground and equipment, community center, swimming pool, security lighting, lighted multipurpose field.
7.	Del Rancho Park Cypress Ave. south of Francis Ave.	5.0 acres	Picnic area, tot-lot, restrooms, parking.
8.	El Parquecito Park Sunkist St. at Sultana Ave	1.0 acres	Basketball court, tot-lot, lighted picnic area, restrooms, lighted softball field.
9.	Fern Ave. Park Fern Ave. south of Francis St.	0.5 acre	Open turf area, picnic area, security lighting.
10.	George Gibbs Park Fifth St. east of Benson Ave.	2.9 acres	Picnic facility, open turf area, softball field, parking.
11.	Grove Ave. Trail Grove Ave. and Airport	2.0 acres	Part of West Cucamonga Creek Trail, ground cover and trees, benches and tables.
12.	John Galvin Park and Memorial Grove Park Grove Ave. between Fourth St. and G St.	41.8 acres	Ontario Ball Park (seating for 2,500 enclosed lighted field, concession), lighted picnic facility, restrooms, parking, playground and equipment, lighted tennis courts, lighted Little League field, fish and game/Boy Scouts meeting house, softball field, swimming pool, part of West Cucamonga Creek Trail.

TABLE AC-1 (continued)

LOCATION	SIZE	FACILITIES
13. Vineyard Neighborhood Park Sixth St. at Baker Ave.	9.4 acres	Sheltered picnic facility, bike trail, parking, swimming pool, tot-lot.
14. Armstrong Facility	1.0 acres	Recreation offices and Community Center
15. Ontario Motor Speedway Park.	6.0 acres	Baseball fields and soccer field for elementary school. Tot-lots, junior and senior picnic areas, security lighting, restrooms, open turf area.
16. Creekside Park Riverside Dr. at Turner Ave.	7.0 acres	Lighted tennis courts, tot-lot, picnic area, basketball court, volleyball court, restrooms, security lighting, open turf area.
17. Westwind Park Riverside Dr. at Ontario National Golf Course (the golf course site covers 203 acres)	23.4 acres	Baseball fields, community center, gym, pool, lighted baseball/softball fields, football/soccer fields, restrooms, concession, children's areas, picnic areas, open turf areas irrigated with reclaimed water, pedestrian and bicycle courts, basketball courts, volleyball courts, security lighting.
18. Creekside Golf Course (3 Par) Riverside Dr. at Turner Ave. (Southern California Edison)	10.5 acres	Pitch and putt course, pro shop, maintenance shop, parking, security lighting.
19. Nugent Park at the Museum of History & Art Euclid Ave. south of Holt Blvd.	1.8 acres	Trees, turf, rose gardens, horseshoe courts, parking, museum.
TOTAL CITY PARKS AND PLAYGROUNDS:	176.4 ACRES	

TABLE AC-1 (continued)

LOCATION	SIZE	FACILITIES
UNIMPROVED CITY PARKLAND:		
20. Homer F. Briggs Park (undeveloped portion) Oaks Ave. north of Philadelphia St.	10.0 acres	Future: multipurpose courts, picnic area, playground and equipment, open turf area, swimming pool.
21. South Cypress Cypress Ave. south of Mission Blvd.	5.0 acres	Trees and drip irrigation, street improvements.
22. South Bon View Bon View Ave. north of Philadelphia St.	5.0 acres	Trees and drip irrigation, street improvements.
23. Whispering Lakes	23.0 acres	
24. Holt Boulevard and Channel	0.6 acres	
Total Unimproved City Parkland:	43.6 ACRES	
OTHER PUBLIC OPEN SPACES:		
25. Civic Center B St. at Lemon Ave.	9.3 acres	City Hall, police and fire departments, library, multipurpose building, parking, County building, pedestrian walks, benches, bicycle facilities, security lighting.
26. Euclid Ave. Parkway	35.5 acres	Trees, turf, planter areas, rose gardens, benches and drinking fountains (downtown), mule car display.

TABLE AC-1 (continued)

LOCATION	SIZE	FACILITIES
27. Lemon St. Recreation Building Lemon St. south of Holt Ave.	0.7 acre	Recreation and meeting rooms, Craft Cell, parking.
28. Mission Blvd.	61.5 acres (6.5 developed)	Trees, turf.
29. Miscellaneous Parkways	3.2 acres	Trees, shrubs, ground cover, sidewalks.
TOTAL OTHER PUBLIC OPEN SPACES:	110.2 ACRES	
PUBLIC OPEN SPACE NOT OWNED BY CITY:		
30. Cucamonga-Guasti Regional Park Fourth St. and Archibald Avenue (County of San Bernardino)	NA	NA
31. James Galanis Park D St. east of Grove Ave. (County Flood Control)	5.0 acres	Softball backstop, Santa Claus Inc. Building
32. West Cucamonga Creek Trail System Mission Blvd. to Philadelphia St. between Grove Ave. and Baker Ave. (County Flood Control)	15.2 acres	Native trees and shrubs, paved hiking and bicycle trail (2.4 miles), equestrian trails (1.3 miles), rest area with picnic facilities and horse watering.
33. Archibald Ranch Park (Southern California Edison)	5.0 acres	Undeveloped.

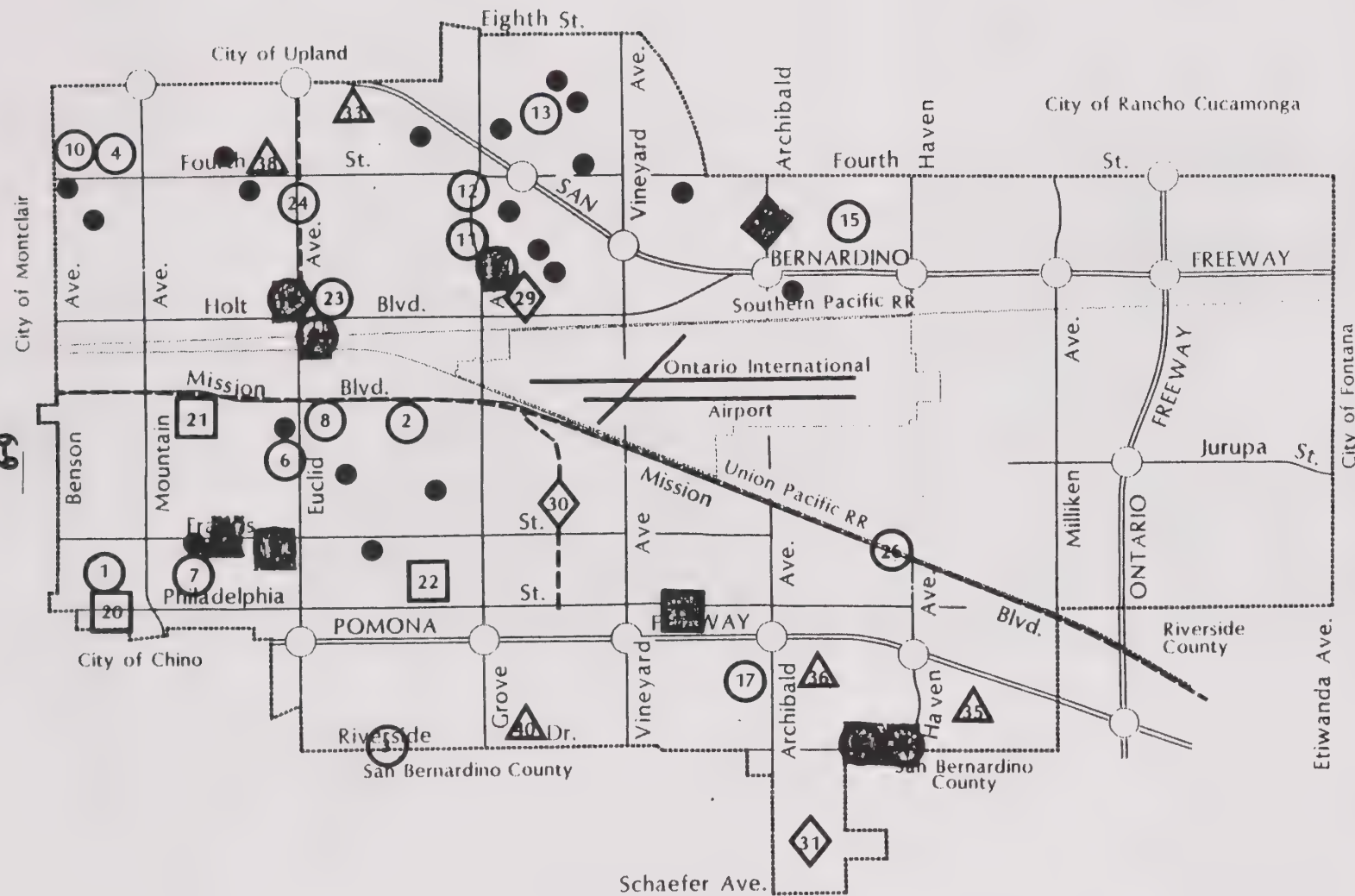
TABLE AC-1 (continued)

LOCATION	SIZE	FACILITIES
SCHOOL DISTRICT PUBLIC OPEN SPACE:		
34. San Antonio Park (Ontario-Montclair District) D St. at San Antonio Ave.	5.0 acres	Tot-lot, picnic area, multipurpose court, tennis court, par course, parking, softball field, restrooms. Future: swimming pool.
35. Sultana Park (Ontario-Montclair District) Sixth St. at Sultana Ave.	2.0 acres	Picnic area, tot-lot, outdoor classroom.
36. Ontario-Montclair Elementary Schools (17 sites)	155.5 acres total	Each has basketball hoops, ballfields, playground equipment.
37. Creek View Elementary (Mountain View District) Lytle Creek North Loop	6.8 acres	Basketball hoops, ballfields.
38. Mountain View Park Walnut St. at Archibald Ave.	0.5 acres	Tot-lot, picnic area, tennis courts, playground equipment, basketball hoops, ballfields.
39. Jr. High Playgrounds (Ontario-Montclair & Mountain View districts) (4 sites)	59.2 acres total	Each has ballfields, basketball hoops, tennis courts, football field.
40. Chaffey High School (Chaffey Joint Union High School District) Euclid Ave. at Fourth St.	58.0 acres total	Ballfields, basketball hoops, tennis courts, track, football field.

TABLE AC-1 (continued)

LOCATION	SIZE	FACILITIES
41. Ontario High School (Chaffey Joint Union High School District) Francis St. at Palmetto Ave.	18 acres	Ballfields, basketball hoops, tennis courts, track, volleyball area.
42. Levi Dickey Elementary (Chino School District)	5.0 acres	Softball backstops, soccer fields, restrooms, jungle gyms.
TOTAL SCHOOL DISTRICT OPEN SPACE:	310 ACRES	

Source: Ontario Public Services Agency, Ontario Recreation Department, Ontario Planning Department, Ontario-Montclair School District, Mountain View School District, Chino Unified School District, Chaffey Joint Union High School District, San Bernardino County Regional Parks.



- ② Improved City Parks & Recreation Facilities
- 2 Unimproved City Facilities
- ◇ 2 Open Space not owned by City (excludes school district Open Space)
- △ School District Open Space/Recreation
- School/Playgrounds

Figure AC-1
Local Parks and
Recreation Resources

CITY of ONTARIO



↑ North
0 4000
scale in feet

The City is reluctant to develop parklands without a sufficient and secure budget to ensure their proper and ongoing maintenance. Maintenance in recent years has become increasingly problematic due to vandalism, which has been escalating in both number of incidents and in severity. Consequently, City resources for parks have been severely pressed to keep existing parks usable and additional facilities have not been developed fast enough to keep pace with new population growth.

Park Standards

The National Recreation and Parks Association [NRPA] publishes standards for both parks and specialized facilities such as athletic fields, game courts and the like. Although these standards provide benchmarks by which a city can assess the needs of its population, other factors also need to be considered in planning for future parks. Standards for parks are commonly expressed as a ratio of the number of acres of parkland per 1,000 population. The ratio established by the NRPA is 5 acres per 1,000. Along with the acreage standard comes an imperative to provide recreational opportunities for all segments of the community. Figure AC-2 shows park standards for Ontario.

Type of housing, extent of private and regional recreation facilities, age distribution of the population, and groups with special recreational needs also affect park demand. The region's hot, dry, smoggy climate suggests that Ontario parks need to provide shady green spaces and water opportunities. The City should consider providing facilities and services specifically for seniors in areas where their concentration is greatest, generally in the more established areas of the city. The fact that over 25% of the City's population is under age 13 and another 35% consists of young adults 25 to 44 suggests that there should also be a considerable emphasis on active play. This emphasis assumes more importance due to recent residential construction trends toward multi-family units, whose scale and density are not likely to accommodate active play opportunities on site.

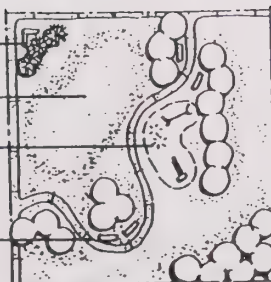
Mini Park

Park Signage

Open Play Area

Tot Lot

Seating Area



Neighborhood Park

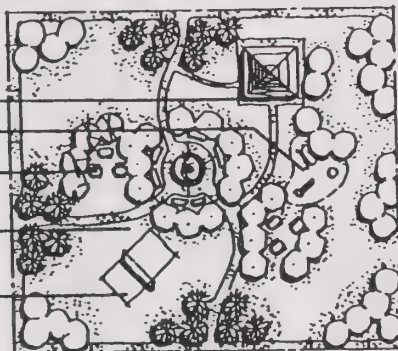
Restrooms

Tot Lot

Picnic Area

Central Fountain with Seating

Volleyball



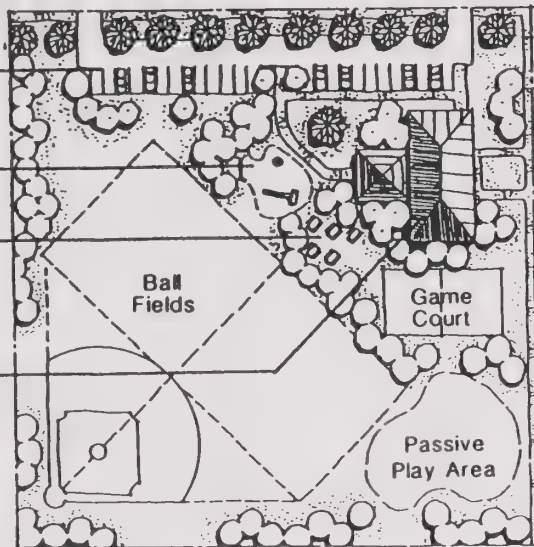
Community Park

Parking

Tot Lot

Picnic Area

Community Center



Facilities and Standards

Primary Function	Space Standard	Service Area Radius	Tot Lot	Picnic Area	Passive Area	Restrooms	Basketball	Volleyball	Tennis	Baseball	Soccer	Community Center	Nature	Swimming
Passive	Up to 1 AC.	1/4 ml.	●	●	●	●	●	●	●	●	●	●	●	●
Passive/Active	5-10 AC.	1/2 ml.	●	●	●	●	●	●	●	●	●	●	●	●
Active	10 AC.	1-2 ml.	●	●	●	●	●	●	●	●	●	●	●	●

● Facility Should be Included in All Parks

■ Facility May be Included in Park

◆ Facility Will be Limited to a Few Parks

Figure AC-2
Park and Facility
Standards

Parks Classification

Community Parks: A community park has a service radius of up to two miles. Accessible by foot, bicycle or short drive, it is generally over 10 acres in size. A community park may include some or all of the following:

- Swimming pool
- Lighted sports fields
- Recreation/activity building
- Tennis courts
- Picnic areas
- Play apparatus areas
- Restrooms
- Off-street parking
- Service yard

Examples of community parks in Ontario include Bon View Park, Colony Park, Westwind Park and DeAnza Park. Homer Briggs Park will also be a community park when improvements are completed.

Neighborhood Parks: A neighborhood park is intended to be within walking distance of the neighborhood it serves. Generally between 5 and 10 acres in size, it serves a population within 1/2 mile radius -- about the same as a local elementary school. Location of a neighborhood park adjacent to an elementary school is highly desirable, provided that it can be designed to serve both school and neighborhood recreational needs. Park facilities should serve children 4 to 14 years of age, as well as family groups, but may also include an area for toddlers and preschoolers. A typical neighborhood park may include some or all of the following amenities:

- Tot lot
- Paved areas for court games
- Playground equipment
- Wading pool
- Sports field (may be in conjunction with elementary school playground, if park is adjacent to school site)
- Picnic/barbecue area
- Open space for free play

- Recreation center
- Quiet area
- Off-street parking

Examples of neighborhood parks in Ontario include Del Rancho Park, D Street Park, and Centennial Park. Future neighborhood park sites include Creekside Park, and South Cypress Park.

Special Use Parks: Special Use Parks are developed for a specific activity or range of activities, but do not necessarily accommodate general park and open space uses. At 41.8 acres, John Galvin Park is in some respects a community park. However its size, its emphasis on athletics and its unusual amenities including the Ball Park make it a special use park.

Mini Parks: Mini parks serve a small neighborhood area within a 1/4 mile radius of the park. Up to one acre in size, mini parks serve as open spaced designed for passive use and include amenities such as picnic tables and tot lots.

GOAL 1.0: Maintain and enhance the open space resources of Ontario.

Policy 1.1: Utilize City taxing authority to ensure that new residential development is provided with public open space/recreational amenities.

Policy 1.2: Within the context of a Park Master Plan, explore all available funding sources and alternatives for acquisition, development and in particular maintenance of park and open space lands, including user fees, benefit/assessment districts and support by local business and industry.

Policy 1.3: Enforce local laws regarding the vandalism of park property and incorporate citizen involvement into the program through "Neighborhood Watch" programs and other community efforts.

Policy 1.4: Maintain a mix of passive open space and improved recreational areas in city parks and recreation facilities.

Policy 1.5: Encourage completion of facilities at Cucamonga-Guasti Regional Park.

Policy 1.6: Explore the potential for funding of open space from commercial/industrial development.

Policy 1.7: Encourage the provision of active and passive open spaces by developers within industrial areas such as par courses and outdoor picnic areas.

Policy 1.8: Update the City's Master Tree Program.

Policy 1.9: Update the City's Master Plan for Parks and Bike Trails.

Policy 1.10: The City shall review the City street tree ordinance and amend it as appropriate, taking into consideration environmental benefits and future maintenance costs.

GOAL 2.0: Provide a minimum of five acres of local public recreational area for each 1,000 residents of Ontario and provide recreational opportunities for all segments of the population.

Policy 2.1: Provide a neighborhood park within convenient walking distance for all residents.

Policy 2.2: Maintain a system of community parks so that each residential neighborhood is within a community park service area.

Policy 2.3: Following the 1990 census, evaluate new population data to determine whether there are segments of the population which are underserved by existing park facilities, with particular emphasis on apartment and condominium dwellers, preschoolers, the elderly and handicapped, horseback riding and bicycling enthusiasts, and other special needs groups. If such deficiencies exist, provide facilities which are responsive to these needs.

GOAL 3.0: Provide accessible new parks as Ontario grows and expands.

Policy 3.1: In areas of potential annexation, identify and acquire future park sites early in the planning process.

Policy 3.2: Work with school districts to promote joint use of facilities and to coordinate park and school sites; locate neighborhood parks adjacent to elementary schools where possible.

Policy 3.3: Avoid division of a park service area by natural or manmade barriers such as major streets or freeways, railroads, utility easements, flood control channels or commercial or industrial areas.

Policy 3.4: Ensure safe pedestrian and bicycle access by provision of bike paths and sidewalks leading to the park.

Policy 3.5: Where feasible allow for linkage of new park sites into existing trail systems.

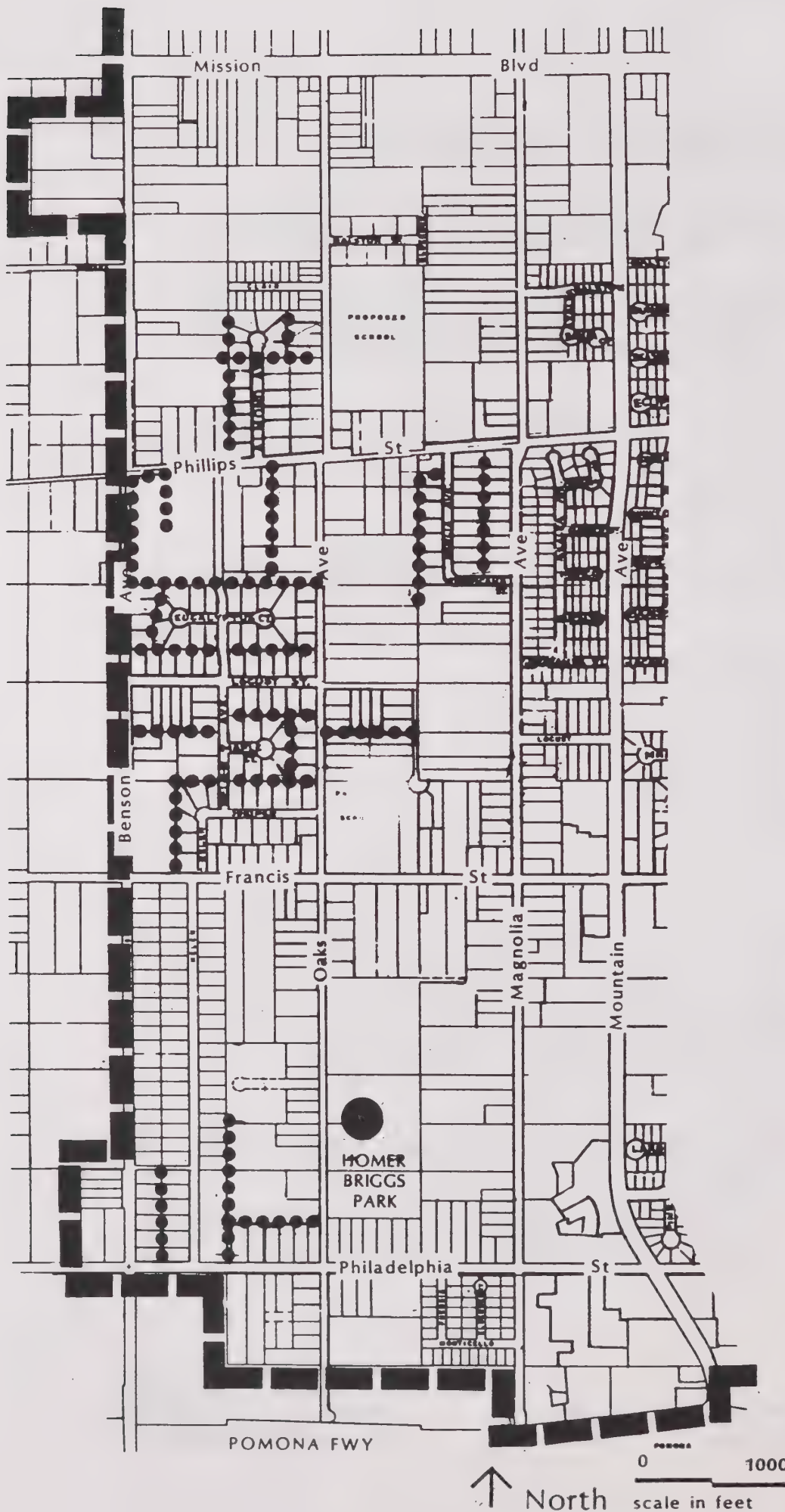
6.2 TRAILS AND BIKEWAYS

Issue Summary

Recreational resources of the City include its system of equestrian trails within Community Planning Area No.11 and bikeways. These provide circulation opportunities for non-vehicular traffic as well. Maintenance of equestrian trails is of particular importance. Figure AC-3 shows dedicated equestrian trails within Community Planning Area # 11. Figure AC-4 shows Ontario Bikeways System.

GOAL 4.0: Protect and expand the City system of trails and bikeways.

Policy 4.1: Protect and maintain existing bikeways and recreational trails, in particular equestrian trails and easements.



Dedicated equestrian trail easements

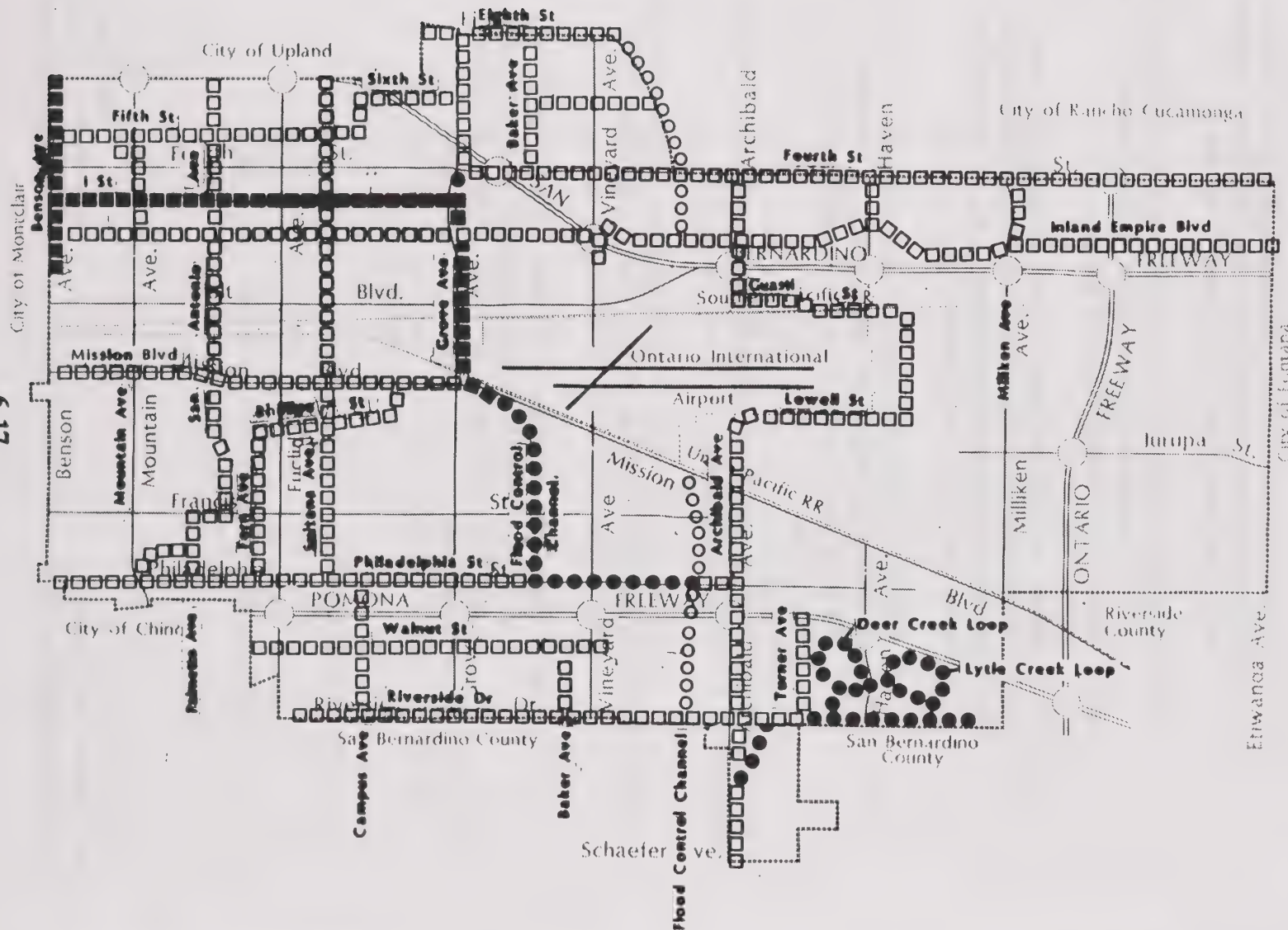






Equestrian Facility

Figure AC-3
Dedicated
Equestrian Easements

CITY of ONTARIO





-  Existing Class 1 Bikeways
-  Existing Class 3 Bikeways
-  Proposed Class 1 Bikeways
-  Proposed Class 3 Bikeways

Note: Class 1 Bikeways - Completely Separated Right-of-Way for Bicycle Use Only
 Class 3 Bikeways - Designated by Sign or Surface Markings, Shared by Motorists and Pedestrians

Figure AC-4
 Ontario Bikeways
 System

Policy 4.2: Include new pedestrian and equestrian trails and bikeways in new development under development code and specific plan procedures.

Policy 4.3: Coordinate the City trail system with the State, County and with adjacent communities.

Policy 4.4: Preserve and encourage the use of existing recreational open space/equestrian facilities in equestrian neighborhoods, especially Homer Briggs Park.

Policy 4.5: Develop a comprehensive equestrian trail system to link equestrian neighborhoods with equestrian facilities in Rural Residential designated areas.

Policy 4.6: Through the Development Code, enhance the visual semi-rural character of equestrian trails and facilities by the use of wood rail fencing, natural surface materials, shrubbery and hitching posts.

Policy 4.7: Require all new rural residential development in an AR subdivision to provide equestrian easements as part of the trails system, according to the specifications of the Development Code.

Policy 4.8: Complete the linkages proposed in the Master Plan of Bikeways.

Policy 4.9: Through the Development Code, ensure the orderly development of equestrian trails in the Rural Residential section of the City.

Policy 4.10: Update the Park and Bike Trail Master Plan. As part of the update, work with surrounding communities to create links between their parks and bike trails and those of Ontario.

6.3 SCENIC HIGHWAYS/VISTAS

Issue Summary

Ontario has three primary scenic resources:

- The Euclid Corridor, with its landscaped median and mature trees, which date from the earliest days of the Model Colony;
- Mission Boulevard, to be heavily landscaped; and
- Views of the San Gabriel Mountains to the north.

In order to further enhance the scenic nature of Mission Boulevard, The Mission Boulevard Corridor Study presents recommendations to improve the physical appearance, capacity and safety of Mission Boulevard.

GOAL 5.0: Preserve and protect Ontario's scenic highways and vistas as community assets.

Policy 5.1: Require that new development respect and preserve the view opportunities of existing development in the area. Include view preservation standards in the Development Code.

Policy 5.2: Designate Euclid Corridor and Mission Boulevard as City scenic landmarks.

Policy 5.3: Maintain and enhance the health and vitality of trees and landscaping in these scenic areas.

Policy 5.4: Work with other government agencies to promote air quality to ensure Ontario's continued visual access to the San Gabriel Mountains.

Policy 5.5: Complete proposed landscape improvements to Mission Boulevard.

Policy 5.6: Require, to the maximum extent feasible, the underground placement of utilities.

Policy 5.7: Require, to the maximum extent feasible, new development to landscape adjacent freeways and railroad rights-of-way.

Policy 5.8: Aggressively initiate negotiations with CalTrans to landscape the freeways' rights-of-way and develop a comprehensive plan for the entire freeway system, and work cooperatively with the I-10 Beautification Committee.

6.4 HISTORIC/CULTURAL RESOURCES

Issue Summary

The City's most significant cultural and historic resources date from the early Model Colony period, generally before 1910. Although little construction from the Model Colony period has survived to the present, the City has compiled a data base of its early history which is preserved in the Ontario Library Model Colony Room.

The City is fortunate to have older, established residential districts with elements yielding the unique "neighborhood" atmosphere". These elements include:

- homes of various architectural styles yielding diverse streetscapes
- mature landscaping
- tree-lined streets
- roadways which service local rather than through users
- service alleyways.

These established neighborhoods, which primarily surround the Downtown area, are considered cultural and aesthetic resources in that they offer a unique "neighborhood" atmosphere.

Among possible historic sites, the City has identified two from the early Agricultural period which have survived in a

substantially intact condition and are potentially eligible for listing on the National Register of Historic Places. These historic sites are a) the remaining acreage and resources associated with the Guasti Winery including the Church of San Second d'Asti (Guasti Church) and b) the Hofer Ranch. These sites are both adjacent to Ontario International Airport which puts them at risk for conversion to airport-related uses with possible loss of the historical structures. To protect these historic structures, they have been designated "Historic Planned Commercial" (please see Community Development Element, page 7-27).

In addition to the above identified historic sites, the City completed a Survey of Historic Resources in 1985, finding that the majority of other resources occur around the Downtown area. The downtown area includes numerous privately owned structures of Victorian, Bungalow, Vernacular, Craftsman, and Mission styles. Within the redevelopment area, the location and condition of the historically significant buildings plus the economic gains to be realized from recycling the land for multi-family development may make demolition economically desirable; therefore, their disposition and alternatives should be considered.

GOAL 6.0: Conserve Ontario's historic buildings and districts.

Policy 6.1: Review 1985 survey of historic resources. Update and amend for comprehensiveness and completeness as necessary.

Policy 6.2: Complete nominations to the National Register of Historic Places for eligible sites.

Policy 6.3: Implement the Historic Preservation Ordinance which provides for and encourages preservation of historic structures and areas.

Policy 6.4: Develop and implement a Specific Plan for the adaptive reuse of the Guasti Winery as a specialty commercial development. No development of the site, or adjacent sites, shall be permitted which compromises the integrity of Guasti's

historic resources (including structures and landscapes) or endangers their reuse potential of historic structures.

Policy 6.5: Develop a Specific Plan for Hofer Ranch which protects historic resources. Development of the site must protect the integrity of historic structures and landscapes on site.

Policy 6.6: Maintain the Museum of History and Art as a major historic and cultural resource of Ontario.

Policy 6.7: Explore the development of a Tree Preservation Ordinance.

Policy 6.8: Explore the development of a "Heritage Park" where prime examples of the City's historical structures could be located and preserved.

GOAL 7.0: Promote art in public places in the City.

Policy 7.1: Through and as specified in the Development Code, ensure that art in public places is provided for major new developments and renovation projects.

6.5 LIBRARIES

Issue Summary

Ontario's libraries are important community resources, providing access to knowledge for all segments of the population. The outstanding City Public Library in the Civic Center Complex is also a repository of information about the history of the City. Funding for maintenance or expansion of services, however, is a chronic problem.

GOAL 8.0: Ensure the future viability of City libraries and museums.

Policy 8.1: Seek and encourage supplemental funding (including private support) to meet future expansion needs of the library system as the City grows.

ONTARIO

GENERAL PLANS • 1992

7.0 COMMUNITY DEVELOPMENT ELEMENT

The Community Development Element represents a blueprint for the future growth of Ontario. Required by State law, it is the core of the General Plan. Starting from a snapshot of Ontario as it now exists, the Community Development Element sets forth a pattern for the orderly development and redevelopment of land within the City. It also describes the expected level of population growth resulting from construction of the kinds of housing units included in the plan, as well as the kinds of new commercial and industrial development that are responsive to the City's economic objectives.

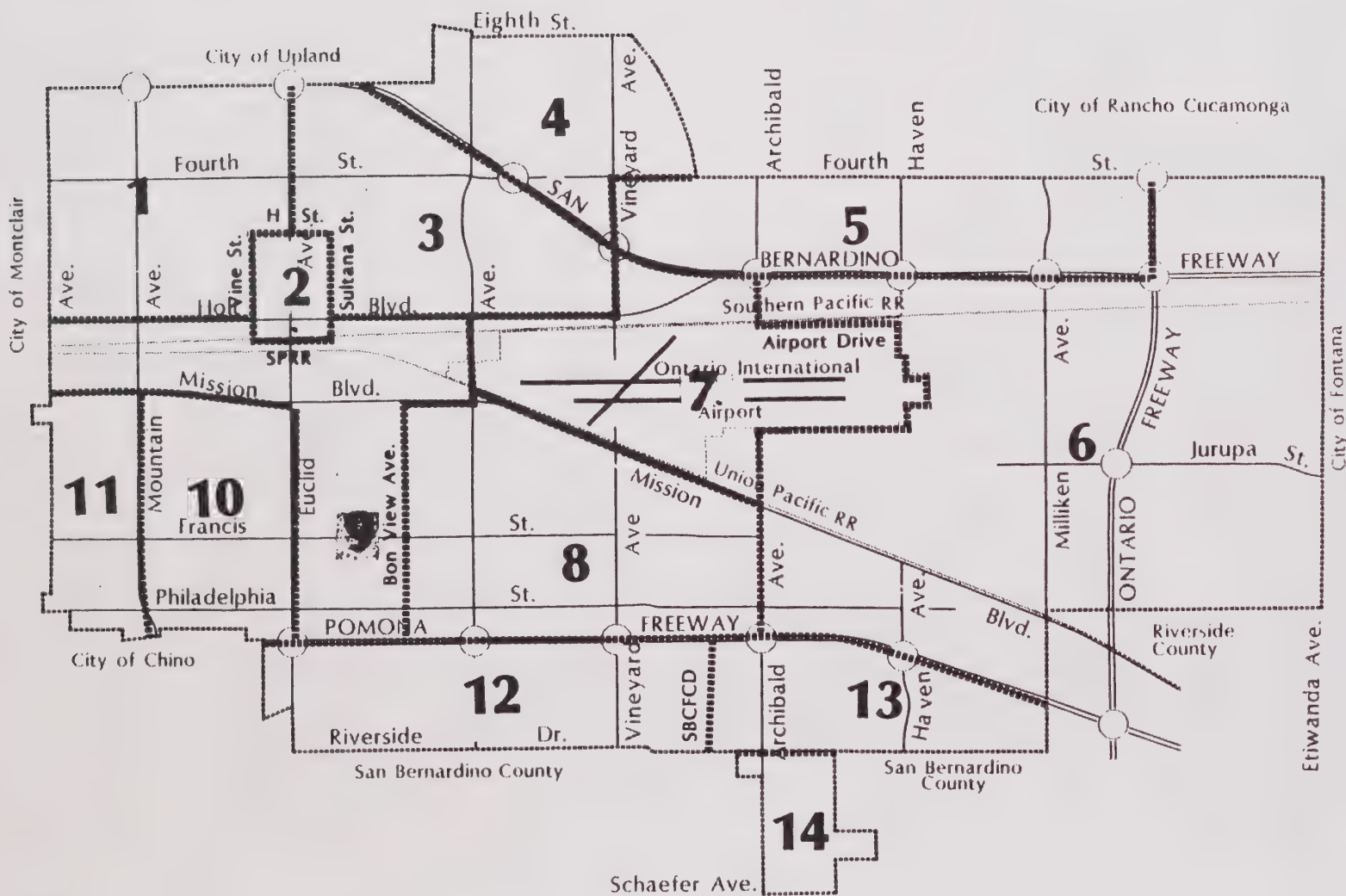
Section 65302(a) of the Government Code states this element must contain the following:

- A land use diagram indicating the proposed general location, distribution, and extent of land uses including land for housing, business, industry, open space, agriculture, natural resources, recreation, public facilities, and other categories of land use;
- A statement concerning the standards of population density and building intensity recommended in those areas covered by the plan; and
- The identification of land uses in those areas subject to flooding.

In addition, the General Plan Guidelines state that the element should:

- promote a balanced and functional mix of land uses consistent with community values;
- Guide public and private investments;
- Reflect the opportunities and constraints affecting land use identified in other elements of the General Plan; and
- Reduce the loss of life, injury, damage to property, and economic and social dislocation resulting from flooding."

In response to these goals, formulation of the Community Development Element was guided by background information which included physical and environmental constraints and opportunities, economic analyses, and, most importantly, the comments and interest of Ontario's residents. Figure CD-1 shows community planning areas for Ontario.


Community Planning Areas

5 Community Planning Area Number

**Figure CD-1
Community
Planning Areas**

CITY of ONTARIO



↑ North
0 4800
scale in feet

7.1 EXISTING LAND USE

Ontario comprises approximately 37 square miles and a wide range of development patterns. Some of these patterns, such as the single-family residential neighborhoods north of the Civic Center, have remained relatively intact over several decades. Others, such as the City's eastern and southern sections which are being developed under specific plans, have appeared only in the last few years and are replacing previously undeveloped or agricultural lands with large-scale commercial, industrial and residential complexes.

Ontario's remaining rural residential areas are located in CPA 11. Horses, chickens, geese and household pets roam the yards. A network of equestrian trails connects the properties and serves as a reminder of the way Ontario used to be. Homes here are generally in good repair.

CPAs 1, 3, 4, 10 and 12 are the City's most stable single-family residential neighborhoods, characterized by relatively large homes on sizeable lots, with mature canopy trees and yard landscaping. Neither residential infill nor multi-family complexes are evident on the east/west streets. Multi-family and commercial development appears on the primary north/south avenues and along the freeways. There has also been multi-family infill development in the single-family area bounded by "G" Street on the north, Mission Boulevard on the south, Campus Avenue on the east and San Antonio Avenue on the west.

Ontario has experienced rapid growth since the last General Plan revision. Much of this growth has been new residential construction, both in single and multi-family residences. The bulk of this residential development has occurred in the southernmost portion of the City, south of the Pomona Freeway (SR-60) in CPAs 12 and 13. The 410-acre Creekside Village, which was just beginning to be developed when the last General Plan was completed, is built out. It contains approximately 2,500 single and multi-family units. Supporting uses include two schools, two day-care centers, parks, and an artificial meandering lake. Archibald Ranch, which contains 420 acres, was annexed by the City in 1986. It constitutes the southernmost part of Ontario and is designated CPA 14. Approximately 1,750 homes are being constructed at various

densities, together with a supporting neighborhood convenience center, elementary school and public park.

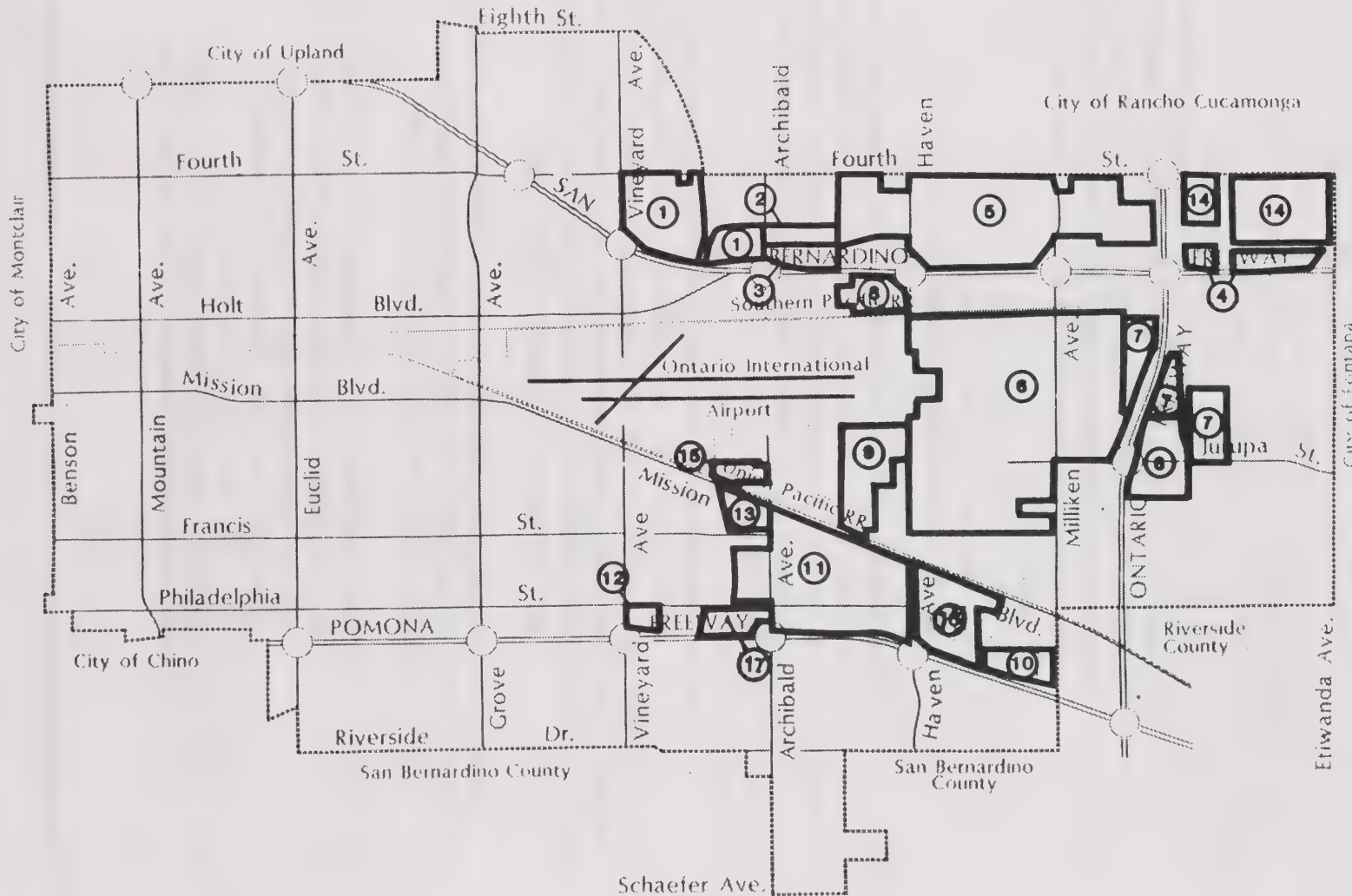
The City has also experienced extensive commercial and industrial development in the eastern portion of the City. Although much of this land is currently undeveloped, over a dozen specific plans are either adopted, proposed or in the adoption process. These specific plans which govern the type, quality and extent of development within a defined area, account for over half the land east of Vineyard Avenue, excluding the Airport. Approved commercial/industrial specific plans are shown in Figure CD-2. The nature of this development has been changing through the 1980s, with the trend moving away from low intensity warehousing uses and toward commercial/industrial business parks. Major commercial/industrial developments guided by specific plans in eastern Ontario include:

- **Ontario Center** (north of the San Bernardino Freeway between Turner and Rochester), which will include over 8 million square feet of office, commercial, residential and industrial uses. A Hilton Hotel, several office buildings, three residential complexes and a retail/entertainment center have been completed.
- **California Commerce Center**, covering 1,420 acres and eventually containing 23 million square feet of development.
- **Centrelake** (south of the San Bernardino Freeway between Turner and Haven), which will encompass 1.3 million square feet of commercial and business uses. Three office buildings, two parking structures and the lake have been completed.

Eastern Ontario is also the location of two large redevelopment projects directed by the Ontario Redevelopment Agency.

- **Vintage Industrial Park** is a redevelopment area containing large scale warehousing and distribution uses, and includes facilities for Hyundai, Honda and Inland Container.

5-4



1. Meredith International Centre
2. Park Center
3. Transpark
4. Rancon Center
5. Ontario Center
6. California Commerce Center
7. Pacific Gate/East Gate
8. Centrelake
9. United Parcel Service
10. Milliken Industrial Park
11. California Commerce Center South
12. Vineyard Center
13. Corsaire
14. Ontario North Industrial Park
15. Archibald Business Center
16. Haven Gateway Centre
17. Archibald Center

SOURCE: City of Ontario
Planning Department, 1991

Figure CD-2
Approved Commercial/
Industrial Specific Plans

↑ North
0 4000
scale in feet

- **Ontario Auto Center** is a 98-acre project located north and south of Jurupa Street at the Ontario Freeway, undertaken jointly by the Redevelopment Agency and the California Commerce Center. The Redevelopment Agency has encouraged and assisted the City's car dealerships to relocate to the Auto Center from scattered sites throughout the rest of Ontario.

7.2 ISSUES SUMMARY

Although the City of Ontario has recently experienced a period of rapid growth, growth is expected to continue because of the availability of affordable housing and industrial and commercial development in the Inland Empire. Regional planning and economic studies have indicated that this trend will continue.

Constraints and Opportunities

To properly plan for continued growth, a number of natural and man-made factors which constrain development are considered. These constraints are identified within other elements of the General Plan and can be divided into three general types:

- **Environmental Resource Constraints:** These include the need to preserve and protect physical, biotic and cultural resources such as the supply and quality of water, historic buildings, views and significant landforms, etc. (See Natural Resources and Aesthetic, Cultural, Open Space and Recreational Resources Elements.)
- **Health and Safety Constraints:** Included are health and safety considerations such as flood zones, seismic hazards, noise, pollution, etc. (See Hazards Element.)
- **Economic/Service Constraints:** These are constraints to development which stem from increased costs associated with new development for required infrastructure and public services. (See Infrastructure Element.)

All of these constraints have been addressed during development of the Community Development Element and

are discussed more thoroughly in each respective element. The major constraints affecting the Community Development Element are identified below.

Ontario International Airport (ONT): General Plan land use options for Ontario are defined by existing physical features. The most important of these features is Ontario International Airport (ONT). Proximity to the airport and the impact of airport noise defines a distinct planning area which is treated in the Airport Environs Element (see Chapter 4.). The Airport Environs encompass approximately 8,000 acres in the very heart of Ontario. Noise from the airport poses land use compatibility questions within and adjacent to the 65 CNEL contour. It limits land use choices south and east of the airport to non-residential uses and will require removal and/or sound insulation of residential uses in an area west of the airport beneath the departure pattern.

The airport also provides positive land use options by generating demand for new commercial and industrial development. Because of the abundance of large tracts of vacant land in the eastern portion of the City, these commercial/industrial opportunities are concentrated in CPAs 5, 6 and 8. The business orientation of these three planning areas and their lack of any new residential development will keep them functionally distinct from the residential neighborhoods of Ontario. The General Plan will need to develop linkages between this emerging business district and Ontario's older residential and commercial areas.

Linear Barriers: Ontario is criss-crossed by numerous linear barriers which act to divide neighborhoods and effectively isolate some areas from the core of the community. These linear barriers include:

- **Three freeways** which traverse the city, two running east/west [the Pomona (SR-60) and the San Bernardino (I-10)], and one north/south [the Ontario (I-15)];
- **Two Southern California Edison corridors**, which begin in the northeasternmost section of Ontario and cut across the City to the southwest;
- **The Southern Pacific and Union Pacific Railroads** running east/west, paralleling one another in the western portion of the city, then diverging around the airport. The

Southern Pacific runs along the northern border of the airport just south of I-10 while the Union Pacific follows Mission Boulevard heading southeast; and

- **Flood control channels** that run through Ontario from north to south, following Cucamonga Creek, Deer Creek, Day Creek and Etiwanda Creek. Most lands within the 100-year flood plain are located in eastern Ontario and are presently vacant or devoted to agricultural use. However, some developed areas within two narrow strips centered on Grove Avenue and San Antonio Avenue fall within the flood plain.

The residential areas most affected by these linear barriers are CPAs 12 and 13. The developing Archibald Ranch (CPA 14) will face a similar problem. Cut off from the rest of Ontario by the Pomona Freeway, these newer communities are further fragmented by flood control channels and by one of the Edison corridors. The combination of these factors makes the identification of this area with older residential and shopping areas of Ontario problematic. The eastern section of CPA # 6 is also isolated by the Ontario Freeway and the Day Creek flood control channel.

Landfill and Sewage Treatment Facilities: Two other land uses in Ontario limit local land use opportunities and constrain future development choices. The Chino Basin Municipal Water District sewage treatment plant south of the Pomona Freeway between Vineyard and Archibald produces objectionable odors which affect the quality of life in adjacent residential neighborhoods to the east, south and west.

The Milliken Landfill, located on Milliken Avenue, just north of Mission Boulevard, is one of many development constraints in the vicinity. The area immediately surrounding the landfill is at risk for exposure to natural gas and airborne toxics emanating from Milliken Landfill. San Bernardino County has installed a landfill gas migration collection/monitoring system surrounding the landfill. In addition, the County has purchased a 1,000 foot buffer area along the north side of the landfill. Groundwater contamination is also possible. Although on-site control of these problems is the responsibility of the landfill operator, the County of San Bernardino, land use planning and ensuring the safety of workers and others in the area is the responsibility of the City of Ontario.

The surrounding area is also affected by the Edison corridor, noise from both the airport and the railroad, a small fragment of the 100-year flood plain and adjacent flood control basins.

Water Resources: Ontario sits atop the Chino groundwater basin at the base of a significant watershed represented by the San Gabriel Mountains. Historically, the alluvial plain has served as a sieve to replenish a huge aquifer underlying Ontario and surrounding communities. Plans currently underway to enhance percolation of local and State Water Project water to the aquifer will help to ensure future local water supplies. The City supports the efforts of the agencies involved in this project.

For semi-arid regions such as Ontario, conservation of water resources through the use of drought tolerant landscapes (xeriscapes), urban water conservation measures, and environmental awareness programs help to ensure water resources for Ontario's future residents.

Aggregate Resources: The alluvial fan contains significant deposits of aggregate resources. According to Office of Planning and Research general plan guidelines, the Surface Mining and Reclamation Act (SMARA) "requires that local governments address mineral recovery activities at two levels: through direct regulation of mining operations; and through planning policies that harmonize the mineral resource needs of the state and region with the maintenance of local environmental quality."

The Division of Mines and Geology, in accordance with state law, has identified a number of locations in the planning area as "Regionally Significant Construction Aggregate Resource Areas." The designation of these areas as resource areas and the requirements of SMARA legislation are intended to ensure the protection of the resource and provide for compatibility of land use adjacent to mining activity. A map of the aggregate resource areas located in southeastern Ontario near the Ontario Freeway, and further discussion of

state law with regard to these areas, are provided in the Natural Resources Element, Chapter 5, Section 5.4.

These areas, though currently vacant, are experiencing development pressures which will likely preclude the use of the aggregate resources in these areas. Mining activity associated with development of the aggregate resources would result in incompatibility of land uses.

Agricultural Lands: Ontario at one time was a major agricultural area. Citrus groves, various field crops, and, in particular, wine grapes were common throughout the local area. Although agriculture is still a major industry in some parts of San Bernardino County, existing agriculture in Ontario is an interim land use to be continued at the owner's discretion but planned and zoned for transition to urbanized uses.

Cultural and Historic Resources: Most of Ontario's historic resources are located in or near downtown, including the Graber Olive House, the Frankish Building, the State Bank Block and numerous fine craftsman and Victorian homes. In addition to these resources, however, Ontario has two valuable historic districts in the immediate vicinity of Ontario International Airport which are potentially eligible for the National Register of Historic Places. The proximity of these two sites, Guasti Winery and Hofer Ranch, to ONT presents both a problem and an opportunity in dealing with them. Both are located in an area of intense new commercial/industrial development activity, which has put them at risk for demolition. In addition both are to varying degrees adversely affected by airport noise. On the other hand, airport travellers and the retail and business activity they generate represent potential demand for historic commercial developments which the two sites could support.

The Guasti community is one of the most distinctive in Ontario, having been established in the early 1900s as a major winery and vineyard. Many of the original historic buildings still remain. The properties comprising the former Guasti Winery are the subject of a Specific Plan whose objective is to preserve the historic structures while permitting an economically viable adaptive reuse for the property.

Hofer Ranch is the last working vineyard ranch in Ontario. Four generations of Hofers have lived and worked this ranch

since 1883. The family-owned property still contains many of the original buildings as well as examples of vintage farm implements and equipment.

The importance of Guasti and Hofer Ranch has led to a new General Plan land use designation for them, Historic Planned Commercial. Other specific cultural and historic resource preservation policies are included in the Aesthetic, Cultural and Recreational Resources Element, Chapter 6, Section 6.5.

Flooding: The Federal Emergency Management Agency (FEMA) has prepared a series of maps identifying those areas of the City that might be subject to flooding in the event of a major storm. These maps, referred to as Flood Insurance Rate Maps (FIRM maps), indicate areas that may be inundated in the event of a 100-year and a 500-year storm. They are reproduced in the Hazards Element, Chapter 3, Section 3.2, Figure HA-2.

Specific mitigation measures required by the building permit process for new development within these areas are intended to prevent loss of life and injury, and to reduce the potential for property damage due to flooding. Recent flood control improvements in some areas identified as floodprone have outdated some of the FIRM maps for Ontario.

Seismic Hazards: The entire planning area is located within a seismically active region that has been subject to major earthquakes. The San Jacinto and Cucamonga faults are two major active faults located nearest Ontario. There may be other faults yet to be identified buried under alluvium. Two of the most destructive earthquakes that occurred in California in recent years, the Coalinga and Whittier earthquakes, originated from previously unknown faults. The Hazards Element, Chapter 3, Section 3.1, discusses this issue in more detail.

Air Pollution: The closure of the Fontana Kaiser Steel Plant in 1979 eliminated a major contributor to local air pollution. However, this has been offset to a degree by continued population growth and increasing motor vehicle use. While not a direct constraint to continued development, the air quality problems of the Inland Empire represent a threat to the health and quality of life of residents. Continued growth without mitigating measures to improve air quality will reduce

the desirability of the Ontario area for both employment and living.

The Natural Resources and Infrastructure Elements (Chapters 5 and 8) contain goals and policies designed to reduce emissions from both vehicular and stationary sources. These goals and policies are necessary to meet the requirements of the Air Quality Management Plan of the South Coast Air Quality Management District.

Growth and Development Issues

As part of the General Plan process, questionnaires were mailed to 6,000 randomly selected residents and businesses in Ontario. Over 1,055 (17.6%) were returned. From these responses and from discussions with City staff and members of the General Plan Advisory Committee, several growth and development issues emerged as major factors to be considered in the General Plan.

High Density Development: Citizens responding to the questionnaire are concerned about the amount of new medium and high density housing in Ontario, how fast it is being constructed and especially about where that housing is being built. In this decade there has been a significant increase in the number of condominiums and apartments in Ontario.

Many citizens believe that a portion of this growth has occurred inappropriately in established single-family areas -- the first priority concern of respondents to the questionnaire was the intrusion of high density units into single family neighborhoods. Infill residential development in single family neighborhoods frequently does not match the character or quality of existing development. Concern was expressed about not only the density of infill units but also about the quality of design.

The second most important concern expressed by respondents was the amount of multi-family development. Among members of the General Plan Advisory Committee (GPAC), strong preference was expressed for single-family rather than multi-family development in areas where either choice was feasible. General Plan Advisory Committee members defined two concepts for General Plan land use policy:

- 1) To minimize creation of non-conforming uses, bring land use policy and zoning into consistency with existing stable developed uses expected to remain; and
- 2) Reduce the residential carrying capacity of vacant land and of areas of potential second cycle development where higher densities would create incentives for demolition of single-family homes.

These concerns, taken together, suggest that tighter land use controls on new multi-family development, both in terms of location and overall density, are warranted. More stringent standards in the new Development Code for residential construction will be the primary means of implementation. However, revised General Plan residential density categories and more explicit implementation policies provide a policy "umbrella" under which these tighter controls will be administered.

The construction of more single family residences, plus closer regulation of multi-family development, can be accomplished without affecting the City's ability to provide a range of housing choices. Ontario recognizes its responsibility to low and moderate income segments of the population, as identified in the Housing Element, Chapter 9.0. For many prospective first time buyers, condominiums will remain the most attainable type of home to purchase.

Economic Development: Demand for new commercial and industrial space in the Inland Empire (San Bernardino and Riverside Counties) and in Ontario in particular continues to be strong. Ontario International Airport (ONT) remains to be the major driving force behind this growth. Within California, ONT is second only to Los Angeles International (LAX) in volume of passengers and freight.

A total of 5.8 million passengers and over 282,000 tons of cargo was handled by ONT in 1991. The airport has a significant beneficial effect on Ontario's economy, injecting approximately \$607 million in direct and indirect benefits.

The growth ceiling of ONT is 12 million passengers per year, about 2.5 times the volume it is currently handling. However, ONT will not be able to realize this level of service until a new passenger terminal is constructed. The potential for the airport to contribute further to local and regional growth is

thus limited by the existing passenger terminal, which is outmoded and overburdened. The limitations of the passenger terminal do not constrain freight volume, which has continued to increase. Construction of the United Parcel Service facility will significantly increase freight volume.

The airport gives Ontario an incomparable locational advantage in attracting new commercial and industrial development. In 1991, more than 11.6 million square feet of industrial space was leased or sold in the Inland Empire. More than half (59.2%) of this space was located in Ontario and Rancho Cucamonga. Prevailing market lease rates in 1988 were \$0.27-\$0.42 per square foot for warehouse and manufacturing uses and \$0.45-\$0.65 per square foot for research and development uses. An estimated 4.2 million square feet was constructed in 1989. The current industrial vacancy rate in the Inland Empire is about 16%.

Approximately 811,000 square feet of office space was absorbed in the Inland Empire in 1991. As with industrial space, Ontario International Airport was the primary magnet.

Jobs/Housing Balance: New commercial and industrial development will help adjust the local imbalance between jobs and population. The convenience of proximity to the freeway was the single most frequently mentioned asset identified by questionnaire respondents as being a benefit of living in Ontario. Many Ontario residents who were attracted to the City by its relatively plentiful supply of affordable housing commute long distances to jobs in Los Angeles and Orange Counties. As freeways become more congested and average speeds diminish, the desirability and feasibility of these long home-to-work commutes will be reduced. Implementation of the regional Air Quality Management Plan and Regional Mobility Plan developed by the Southern California Association of Governments and the South Coast Air Quality Management District will further encourage more labor intensive industrial and commercial development in the Inland Empire. Ontario is participating in the preparation of a regional Air Quality Element in order to carry out the Regional Mobility Plan and Air Quality Management Plan.

As recently as the early 1980s, new industrial development around ONT included primarily low intensity warehousing uses. Although the buildings themselves are large, the storage and simple manufacturing assembly uses generate few jobs,

most of which are for relatively unskilled labor. Since that time, the nature of the industrial market has changed. Business parks now being constructed can offer more plentiful higher level employment opportunities that fit the skills of local residents. Through its land use and economic development policies, the City can promote and encourage new commercial and industrial development which provides jobs for local residents and minimize future low intensity industrial development. In the future, businesses will be attracted to Ontario, not just by ONT, but also by the availability of a skilled labor pool which is increasingly anxious to find a job close to home.

Rapid Growth/Fragmentation: The third major concern mentioned by questionnaire respondents was Ontario's rapid growth rate. While some of this issue is related to concerns about multi-family development described above, much of it is also due to the physical isolation of new residential neighborhoods from the traditional center of Ontario (CPA 2). A combination of distance and the physical barrier of the freeway contributes to the feeling that residents of Creekside and other neighborhoods south of the Pomona Freeway (CPAs 12, 13 and 14) do not have the same relationship to downtown Ontario as those who live in more established neighborhoods (CPAs 1, 3, 4, 10 and 11, for example). Because of the distances involved, it will be even more difficult for residents of homes now under construction in Archibald Ranch (CPA 14) to identify with what longer term residents have come to know as the heart of Ontario.

Ontario should not become a collection of neighborhoods without interaction. To maintain a sense of City identity, especially among residents who moved to Ontario relatively recently, it is important to build and enhance linkages among the City's residential neighborhoods. Downtown must remain a community focal point for both commercial and civic activities. Improvement of the Downtown Town Center area and the East Holt Boulevard area will help maintain the viability of downtown Ontario.

Other than restoration and new construction within the Downtown and East Holt Special Study Areas, most of the City's future development will involve buildout of industrial and commercial uses and will take place in CPAs 5, 6 and 8. Much of Ontario's inventory of developable land is located within these areas, a great deal of which is impacted by noise

from Ontario International Airport and therefore not suitable for housing. Specific Plans have been already approved for most of this area. Although much of the land is presently vacant, the range of permitted land uses, densities and development standards have been established by the Specific Plans. This new business development, although generally of good quality design, is physically isolated from most of the city's residential neighborhoods.

While separation between residential neighborhoods and industrial districts is desirable, it is important to develop and maintain linkages between the city's homes and the jobs its industrial areas provide. These linkages will become even more important as commercial/industrial growth of San Bernardino County's West End continues.

For example, some of Ontario's developing areas are already able to support a mix of retail, industrial and residential uses. Current examples of this type of development are the California Commerce Center and the Ontario Center Specific Plans' developments.

7.3 LAND USE GOALS AND IMPLEMENTATION POLICIES

The goals and policies contained in this Element provide the framework for future land use planning and decision-making in Ontario. They are the outgrowth of the factors identified during the preparation of the General Plan, as well as the concerns of Ontario's citizens, as identified in the preceding section. They reflect the direction and image the City seeks for the future.

GOAL 1.0: Ensure that the rate of growth and the provision of quality public services and facilities are compatible. Develop and maintain a balance of residential, commercial, industrial, open space and recreational land uses which will encourage a healthy variety of economic, social and cultural opportunities.

Policy 1.1: Permit only such new development as is compatible with the existing and planned growth of Ontario International Airport, consistent with the Airport Environs Element of this General Plan.

Policy 1.2: Encourage a variety of residential uses, types and densities to meet varied housing needs.

Policy 1.3: Through signage, landscaping and design treatment, utilize Ontario's arterial highway corridors to maintain the connectivity between the city's residential neighborhoods and its employment centers.

Policy 1.4: Manage growth in a manner that takes into consideration the ability of the City, special districts (including school districts), and utilities to provide needed public facilities and services.

Policy 1.5: Require new development to pay its fair share, in conformance with State law, of the costs of public facilities and infrastructure needed to serve those developments.

Policy 1.6: Encourage the use of existing and new financial mechanisms to fund necessary public facility improvements when appropriate.

Policy 1.7 Pursue annexations to the City which benefit the citizens of Ontario, promote the economic and social balance of the community, enhance the quality of life, and improve the City's economic base.

GOAL 2.0: Ensure that future development of the City does not become a fiscal liability for existing and future City residents.

Policy 2.1: When appropriate, require development proposals including commercial, industrial, and residential uses to prepare fiscal studies to identify related benefits and projected revenues of the project and cost of required public facilities and services.

Policy 2.2: Utilize fiscal impact analysis to determine the effect of the project on the ability of the City and related service providers to provide adequate public facilities and services to serve as a basis for determining any appropriate conditions of approval that should be imposed.

Policy 2.3: New legislative proposals (General Plan amendments, zone changes, specific plans, and specific plan amendments), must be beneficial to the community. As a

result, such proposals will not be approved unless the City makes the finding that public health, safety, welfare (including public education), and quality of life are not adversely impacted.

GOAL 3.0: Protect and enhance community values by adoption of land use policies which are responsive to local and regional environmental concerns.

Policy 3.1: Facilitate the integration of regionally beneficial land uses such as transportation facilities, flood control systems, utility corridors and recreational trail systems with local land uses.

Policy 3.2: Require adequate buffering between potentially incompatible land uses, especially between residential development and industrial uses.

Policy 3.3: Actively pursue the relocation of existing truck stops to areas of Planned Industrial in the northeast portion of the City. All attempts should be made to complete relocation within 3-5 years.

GOAL 4.0: Protect the character of existing single-family neighborhoods.

Policy 4.1: Through preparation and implementation of a new Historic Preservation Ordinance, conserve and where necessary upgrade the condition of Ontario's oldest homes.

Policy 4.2: Regulate the mass, height, setback, density and architectural compatibility of permitted infill units through the Development Code.

Policy 4.3: Retain and promote the single-family residential character along Euclid Avenue with the exception of the Town Center.

GOAL 5.0: Maintain and enhance the role of Downtown Ontario as an urban focal point for both commercial and civic activities.

Policy 5.1: Implement improvement policies established for the Town Center and East Holt Boulevard. (These are shown in Section 7.5 of this chapter of the General Plan.)

Policy 5.2: Strengthen the commercial appeal of downtown Ontario by encouraging location of specialty retail shops, restaurants, as well as cultural and entertainment facilities.

Policy 5.3: Support and encourage development of projects which will increase both the daytime and nighttime population of downtown, including more offices, educational institutions, and apartments/condominiums.

Policy 5.4: Support and encourage development of mixed use projects, which combine residential uses with one or more commercial uses in a planned environment.

Policy 5.5: Plan for the future expansion of the Civic Center to accommodate city, county, state and federal offices.

GOAL 6.0: Focus Ontario's commercial centers in larger facilities with more than neighborhood appeal.

Policy 6.1: Support and assist efforts to establish regional shopping facilities within the City of Ontario.

Policy 6.2: Permit existing neighborhood convenience stores to remain subject to code limitations on expansion and/or replacement.

GOAL 7.0: Utilize Ontario's proximity to the airport and its inventory of vacant industrial and commercial land to develop uses which maximize employment opportunities.

Policy 7.1: Encourage a pattern of land uses to establish an economic base which provides sufficient jobs for those who choose to both live and work in Ontario.

Policy 7.2: Require new Specific Plans and revisions to existing Specific Plans which include commercial and/or industrial development to demonstrate compatibility with the Goals and Implementation Policies of the General Plan, and in particular with Policy 7.1, immediately above.

Policy 7.3: Through the Development Code, establish criteria which set a ceiling on the percentage of warehouse space in new industrial and business parks.

Policy 7.4: Through the Development Code, establish building height, mass and lot coverage criteria which limit the size and scale of warehouses built in conjunction with other uses.

Policy 7.5: Support and encourage timely construction of the new passenger terminal at Ontario International Airport.

Policy 7.6: Support and encourage construction of a convention center convenient to Ontario International Airport.

Policy 7.7: Increase employment potential for working women by providing child care facilities near work centers.

Policy 7.8: Encourage locating higher employment generators within Ontario's industrial areas.

Policy 7.9: Promote higher quality architectural design in new commercial and industrial buildings.

Policy 7.10: Establish adequate development standards for new industrial projects that will anticipate and facilitate the ultimate conversion of uses to higher employment generators.

GOAL 8.0: Promote, at a reasonable cost, quality child care that is accessible to City residents and major employers.

Policy 8.1: Work with the Ontario Chamber of Commerce to encourage major employers to implement child care programs for their employees.

Policy 8.2: Explore the feasibility of additional child care facility development throughout the City, including child care facilities at local school sites, community center and park sites, city-owned sites, and sites near major work centers.

Policy 8.3: Explore the feasibility of subsidized child care by investigating funding sources from both public and private sectors.

Policy 8.4: Institute procedures which will clarify and streamline the City's permit and entitlement process for projects which include child care facilities.

Policy 8.5: Encourage the inclusion of child care facilities in new development projects through the development of incentive programs.

GOAL 9.0: Ensure compliance of all development with the goals and policies of the General Plan and allow previously approved site plans to obtain entitlements under the prior approvals.

Policy 9.1: Site plans approved prior to adoption of the 1992 General Plan (File No. 4054-GPA) and diligently pursued to completion shall not be subject to the new General Plan unless the site plan expires or is amended (exception applies as stated in policy 9.2).

Policy 9.2: Require all approved site plans which, because of the adoption of the 1992 General Plan (File No. 4054-GPA) are no longer in compliance with a General Plan goal or policy concerning health or safety to be immediately brought into compliance with the new General Plan.

7.4 LAND USE DESIGNATIONS AND LAND USE POLICY MAP

This section of the Community Development Element designates the proposed general distribution, location and extent of land for a full spectrum of land uses within the City of Ontario. In keeping with State law, the element defines not only the location of various land uses but also the anticipated population density of single and multi-family homes and building intensity of non-residential development.

The Land Use Policy Map is a graphic representation of the City's land use policy and is based on the community's desires concerning the location, nature, and intensity of future land uses in the City.

RESIDENTIAL USES

The residential designation is divided into seven density categories. Each of the seven density categories provides a range of intensity of development. This range establishes a quantifiable measure of the number of units which are allowed to be built within each residential category (for example, 5.1 to 11.0 dwelling units per net acre for Low Medium Density Residential).

- **Rural (0-2.0 units per acre)**

This category permits single family homes on lots that contain at least 18,000 square feet. It is found exclusively in CPA 11 in the southwestern section of the city, bounded roughly by Benson, Magnolia, Philadelphia and Mission. The purpose of this classification is to facilitate keeping of horses and other animals such as chickens in a residential setting. Family sizes in this CPA have historically been larger than in other portions of Ontario. Population density for this land use category is projected to average 3.3 persons per unit.

- **Low Density Residential (0-5.0 units per acre)**

This category describes the majority of single-family neighborhoods in Ontario. The character intended is that of a typical suburban single-family area. For new construction, top density has been reduced by one unit per acre from the prior General Plan. The purpose of this density reduction is to facilitate better design of subdivisions and to provide more usable private yard space. Average household size is anticipated to be 3.3 persons per unit.

- **Low Medium Density Residential (5.1-11.0 units per acre)**

This category has been added to provide townhouse style development at a density which is not now commonly constructed in Ontario. It is also intended to accommodate infill units in designated existing stable single-family neighborhoods. This type of lower density multi-family development will provide greater design flexibility, permitting more aesthetically pleasing site plans for new developments. Multi-family development at this density typically results in larger units. Therefore it is anticipated

that future density will approximate the City's current average household size, 3.0 persons per unit.

- **Medium Density Residential (11.1-16.0 units per acre)**

This density range describes most multi-family development that has been constructed in Ontario in recent years. Anticipated population density for this land use designation will be lower than the City average, approximately 2.7 persons per unit.

- **High Density Residential (16.1-25.0 units per acre)**

Multi-story apartments and condominiums are typical of this density. New development at this density is usually most compatible near community shopping centers, employment centers and transportation facilities. However, this land use category also covers a number of existing older multi-family developments. Many more residents of these units are single occupants, or couples without children. Therefore, average household size for this density is lower than for most other designations, 2.1 persons per unit.

- **Planned Residential (0-16.0 units per acre)**

The Planned Residential designation is intended to foster excellence of design for large sites (10 acres and over) and requires a specific plan. Although residential development at a variety of densities is the primary use, supportive uses such as schools, parks and commercial facilities are appropriate to this land use category. Average household size will approximate that of the City as a whole, 3.0 persons per unit.

- **Mobile Home (0-10.0 units per acre)**

This land use category accommodates mobile homes and manufactured housing as permanent residences, not for temporary lodging. Although mobile homes are also permitted in Low Density and Low Medium Density areas, the Mobile Home designation is intended to protect this type of housing. With the exception of a caretaker unit, residences of conventional single and multi-family construction are not permitted in this land use category. Although mobile homes do attract some families, the

predominant demographic profile for mobile homes is that of a retired individual or couple. Average household size is expected to be lower than the City average, approximately 1.7 persons per unit.

COMMERCIAL USES

This portion of the Land Use Plan defines the range of commercial land use categories and the intensity of development permitted within each designation. Although examples of permitted uses are given in this section, these examples are not intended to be all-inclusive. Building intensity for commercial (and industrial) uses is expressed in terms of maximum height and Floor Area Ratios (FARs). A Floor Area Ratio is a number derived from a fraction -- the square footage of the building divided by the square footage of the lot. For example, a building with a total floor area of 21,780 square feet situated on a 43,560 square foot lot (one acre) has a Floor Area Ratio of 0.50, as shown in Figure CD-3. The complete listing of permitted uses as well as restrictions governing the height, bulk, setback and architectural design of structures, is provided in the Development Code.

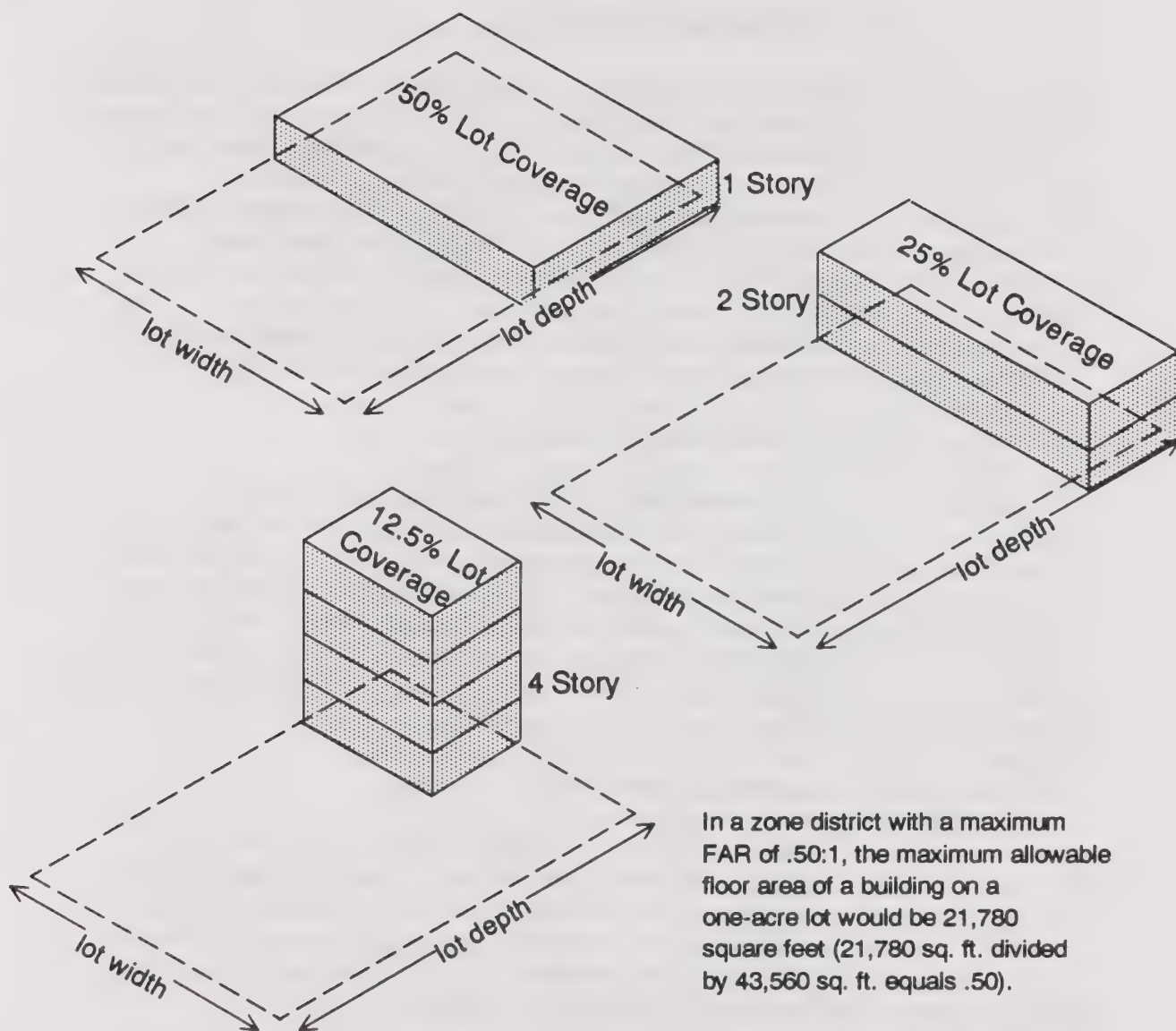
◦ General Commercial

This category permits a wide range of retailing, wholesaling and service (including highway service), and community shopping facilities and represents an important source of sales tax revenue for the City. The intensity of development in this classification will not exceed 35 feet in height, with a maximum Floor Area Ratio (FAR) of 0.40.

◦ Neighborhood Commercial

This category shall accommodate a variety of commercial uses with an emphasis on goods and services that are needed on a daily basis. A typical neighborhood commercial shopping center contains a supermarket and retail stores in close proximity to residential development. The commercial uses which will be permitted on this category include supermarkets, dry cleaners, specialty retail stores, apparel stores, gift shops, pharmacies, restaurants, banks, and professional service establishments (doctors, dentists, realtors). Automotive repair and servicing is not

Possible Building Configurations for 0.50:1 FAR



NOTE: Variations may occur if upper floors are stepped back from ground level lot coverage.

$$\text{Floor Area Ratio (FAR)} = \frac{\text{Gross Building Area (All Floors)}}{\text{Lot Area}}$$

permitted in this category as a primary use. Development in this classification will have a maximum FAR of 0.40.

- **Neighborhood Convenience**

This category shall accommodate small-scale neighborhood commercial establishments, such as "Mom and Pop" stores. This type of convenience store is typically a non-franchise, owner-operated store, where food or other daily convenience items are purchased. These stores typically are pedestrian-oriented and located in established residential neighborhoods. The Development Code will regulate the expansion, replacement and future development of uses in this category. Development in this classification will have a maximum FAR of 0.40.

- **Administrative Professional**

This commercial category includes those business establishments primarily involved in providing professional services. Uses include corporate offices, medical/dental offices, attorneys, and engineers. Clinics, banks, savings and loans, real estate and insurance offices are also permitted. Development intensity for this category will be governed by a 35 foot height limit and a maximum FAR of 0.75.

- **Planned Commercial**

This category accommodates retail, service and office commercial uses developed under specific plans. Mixed use projects, which could include light industrial and/or residential uses, are encouraged in this category in order to promote jobs/housing balance. Maximum permitted Planned Commercial FAR shall be 1.00.

- **Airport Service Commercial**

This use is indicated for the corridor adjacent to Ontario International Airport and Interstate 10. The classification permits transient and airport-dependent commercial uses such as hotels, restaurants, conference centers, and offices. Quality of architectural design is to be emphasized. To ensure adequate visitor-serving usage, office use of the ground floor of multi-story buildings is discouraged. Retail and visitor-serving uses at ground floor level are

encouraged. Maximum height of structures in this designation is 75 feet; maximum floor area ratio is 1.00.

- **Historic Planned Commercial**

This designation is applied to two sites in close proximity to Ontario International Airport – the Guasti Winery and Hofer Ranch. Both are of historic importance and are eligible for the National Register of Historic Places. Both have great commercial reuse potential. Development for both areas will be governed by specific plans that are to be prepared for each. These specific plans shall be designed so as to ensure that the unique character for each site is maintained. Each specific plan shall provide for the retention and protection of historic resources including structures and landscapes; the historic preservation provision of these and all other specific plans shall be reviewed for comment by the Historic Preservation Commission. The landscape includes the eucalyptus windrows and/or groves, in addition to the rose gardens occurring throughout the sites. Possible uses for these sites include commercial and visitor-serving uses, such as restaurants, offices, retail shops, and convention facilities, but only in conjunction with preservation of existing historic resources (structures, landscapes, etc.). Although new development shall preserve, enhance and harmonize with existing structures, it need not conform to the style or scale of the existing historic structure. Maximum Floor Area Ratio within the Historic Planned Commercial designation shall be 1.00.

INDUSTRIAL USES

The industrial classifications are intended to permit a variety of industrial activities, while at the same time encouraging development of businesses which maximize potential for job creation. Industrial developments in which warehousing is the primary use are specifically discouraged. The Development Code details the uses, height, setback and percentage of warehousing permitted within each industrial category.

- **General Industrial**

This classification permits a wide range of industrial uses, including manufacturing, assembly, warehousing and

distribution, and trucking, as well as associated heavy commercial and related office use. Intensity of development for General Industrial areas will be governed by a maximum FAR of 0.55 and a building height limit of 35 feet. For General Industrial areas within the Approach Safety Zone, building intensity is limited to an FAR of 0.25, and a building height of one story. New uses within the General Industrial designation will be subject to the policies of the Hazards Element (Chapter 3). Any industrial uses will be required to demonstrate compliance with applicable federal, state, and local air quality and waste disposal requirements. In addition, any potential significant impacts must be addressed through the CEQA process. All new industry must meet or exceed all applicable federal, state and local pollution control standards.

- **Planned Industrial**

The Planned Industrial designation is intended to accommodate light industrial uses on larger sites. Support business and retail commercial uses are also permitted. Like the Planned Commercial and Planned Residential land use categories, Planned Industrial developments require submittal of a Specific Plan, which defines the standards under which the project will be developed. Maximum FAR for Planned Industrial Developments is 0.55. For Planned Industrial areas within the Approach Air Safety Zone, building intensity is limited to an FAR of 0.25, and a building height of one story.

- **Industrial Park**

This category is intended for light industrial uses on sites too small for a specific plan. The Development Code defines standards for these areas, which are similar to those in force in planned industrial areas developed in portions of Ontario east and south of Ontario International Airport. Maximum FAR for Industrial Park uses is 0.55. For Industrial Park areas within the Approach Air Safety Zone, building intensity is limited to an FAR of 0.25, and a building height of one story.

- **Vintage Industrial Park**

This category is intended for upscale industrial uses in the eastern portion of Ontario. Through the Development Code, define standards for this area which are to be characterized by large front building and landscape setbacks. Maximum FAR for Vintage Industrial Park is 0.55.

- **Ontario International Airport**

This designation applies exclusively to the airport itself, which is owned and operated by the City of Los Angeles Department of Airports.

- **Airport Industrial**

This designation is located west of Ontario International Airport beneath the primary departure pattern in an area heavily impacted by noise. A portion of this area lies within the Approach Air Safety zone. It is intended for airport-related and noise tolerant land uses, including rental car and airport vehicle parking and servicing, air freight and shipping companies, airline catering and supply firms and similar uses. Maximum FAR for Airport Industrial areas is 0.55. For Airport Industrial areas within the Approach Air Safety Zone, building intensity is limited to an FAR of 0.25, and a building height of one story.

- **Landfill**

This category applies only to the Milliken Landfill, which is nearing capacity. Once the landfill is closed, it will remain under the jurisdiction of the County of San Bernardino. The site may continue to be used as a transfer station for solid waste being shipped to other landfill sites further to the east. There is no reuse potential for the site for the foreseeable future.

- **Planned Industrial/Landfill Impact Study Area**

This category has been applied to lands immediately surrounding Milliken Landfill. Soils and groundwater contamination, airborne toxics, and migration of methane gas from the landfill have been identified as possible problems in this area. These conditions, if present, have

the potential to constrain the nature and extent of development within this land use designation, as well as to affect site design and building placement.

In conjunction with preparation of a proposed specific plan, proposed specific plan amendment, or for approval of a particular development project within an approved specific plan, site-specific professional studies documenting current conditions and potential risks shall be prepared by the project proponent and submitted to the City Planner.

For new proposed specific plans or specific plan amendments, this information shall be used to define the extent of analysis required in the Environmental Impact Report. For parcel development within approved specific plan areas, information provided shall be sufficient for the City Planner to make the following findings:

- 1) construction workers and building occupants would not be exposed to hazardous conditions resulting from landfill impacts at the site; and
- 2) development of the site would not worsen landfill-related conditions at other locations in the immediate vicinity.

If the City Planner cannot make these findings based on the information submitted by the project proponent, a focused EIR shall be prepared before development proceeds.

Maximum FAR for this area shall be 0.55.

PUBLIC/OPEN SPACE USES

The following eight land use categories provide for government and other public facilities, schools, parks and open space.

- **Existing Public Facility**

This designation includes the Civic Center, public and private hospitals, fire stations and any public buildings and gathering places in Ontario. Churches are not included in

this category but are permitted in all commercial and residential land use designations.

- **Proposed Public Facility**

This designation identifies locations where new public facilities are expected to be developed.

- **Existing Public School**

This designation covers public schools for grades Kindergarten through 12. Private schools and preschools are not included, but are permitted uses in residential and some commercial land use designations.

- **Proposed Public School**

This designation covers school sites identified by school districts serving the City for future school construction.

- **Existing Recreational Open Space/Park**

This designation includes city and regional parks and recreation areas, but does not include private open space (for example, condominium recreation areas available only to residents).

- **Proposed Recreational Open Space/Park**

This land use category identifies sites for future park development.

- **Non-Recreational Open Space**

This category includes the cemetery, utility easements, flood control channels, and spreading basins.

SPECIAL AREAS

The following three designations are intended to identify unique areas of the City which require special attention:

- **Grove Avenue Corridor Business Park**

The Grove Avenue Corridor Business Park is the subject of a special planning effort that has been undertaken by the City. This effort is focused on development of a Specific Plan to establish superior design guidelines and development standards for the Grove Avenue Corridor. These guidelines and standards are intended to create a distinctive identity for the Corridor in recognition of its premiere location as the main entrance into the Ontario International Airport from the Pomona Freeway. A variety of light industrial uses with an FAR of 0.35 and professional/administrative offices with an FAR of 0.30 will be permitted. In addition, commercial uses with an FAR of 0.30 will be established at Philadelphia Street and Francis Street. For those northern portions of the Grove Avenue Corridor that are located in the Approach Safety Zones of the Ontario International Airport, building intensity is limited to an FAR of 0.25 and a building height of one story.

- **Town Center Study Area**

Land uses and development criteria for the Town Center Study Area have been defined in detail by the Ontario Redevelopment Agency.

- **East Holt Boulevard Study Area**

Land uses and development criteria for the East Holt Boulevard Study Area have been defined in detail by the Ontario Redevelopment Agency.

The General Plan land use policy map for the City of Ontario is located in a pocket in the back of this document. Table CD-1 shows acreage within Ontario for each designated land use. Table CD-2 shows population and housing impacts which would result from Plan implementation. At full development, the General Plan accommodates almost 45,689 units and a population of approximately 134,000 people.

**TABLE CD-1
LAND USE POLICY MAP ACREAGE AND DWELLING UNIT SUMMARY**

LAND USE CATEGORY	MAXIMUM RESIDENTIAL DENSITY/FAR	ACRES	MAXIMUM NUMBER OF DU _s	PERCENT OF CITY**
RESIDENTIAL USES				
Rural	2 du/ac	390.3	781	1.6
Low Density *	5 du/ac	4,129.8	20,650	17.4
Low Medium Density	11 du/ac	110.4	1,214.4	0.8
Medium Density	16 du/ac	593.0	9,488	2.8
High Density	25 du/ac	157.0	3,925	0.7
Planned Residential Development	16 du/ac	356.0	5,696	1.7
Mobile Home	10 du/ac	190.0	1,900	0.8
COMMERCIAL USES				
General Commercial	0.40	284.0		1.2
Neighborhood Commercial	0.40	267.0		1.2
Neighborhood Convenience	0.40	1.4		0.0
Administrative/Professional	0.75	27.4		0.1
Airport Service Commercial	1.00	231.2		1.0
Planned Commercial	1.00	1,328.0		5.6
Historic Planned Commercial	1.00	137.0		0.6
INDUSTRIAL USES				
General Industrial *	0.55	347.0		1.5
Industrial Park *	0.55	1,383.0		6.0
Vintage Industrial Park	0.55	1,244.0		6.1
Planned Industrial *	0.55	3,009.0		12.5
Ontario International Airport	NA	1,404.0		6.0
Airport Industrial *	0.55	86.0		0.4
Milliken Landfill	NA	133.0		0.6
PUBLIC/OPEN SPACE USES				
Existing Public Facility		108.0		0.8
Proposed Public Facility		—		—
Existing Public School		339.0		1.4
Proposed Public School		103.0		0.4
Existing Park/Recreational Open Space		520.0		2.2
Proposed Park/Recreational Open Space		48.0		0.1
Non-recreational Open Space		850.0		3.0
Other (Gas Migration Zone, Institutional)		399.7		
SPECIAL AREAS				
Town Center Study Area		233.0	1,121	1.6
East Holt Study Area		168.0	914	1.3
Grove Avenue Corridor Business Park*	0.35	207.0		0.9
INFRASTRUCTURE		4,766.0		20.1
TOTAL		23,560.2	45,689	100.0

Source: City of Ontario, CBA NA: Not Applicable FAR: Floor Area Ratio

* Portions of these categories lie within Air Safety Zones. Reduced density/intensity required.

** Rounded to nearest tenth

**TABLE CD-2
PROJECTED POPULATION AND HOUSING**

	# OF UNITS	POPULATION PER UNIT	TOTAL POPULATION
CURRENT POPULATION	41,833	2.9	121,316
PROPOSED GENERAL PLAN			
Rural	781	3.3	2,577
Low Density	20,650	3.3	68,145
Low Medium Density	1,214	3.0	3,642
Medium Density	9,488	2.7	25,618
High Density	3,925	2.1	8,243
Planned Res. Dev.	5,696	3.0	17,088
Mobile Home	1,900	1.7	3,230
Town Center/East Holt	2,035	2.7	5,495
TOTAL:	45,689		134,038
CHANGE FROM EXISTING UNITS/POPULATION TO PROPOSED GENERAL PLAN			
# of Units/Population	3,856		12,722
Percent Change	9.2%		10.5%

Source: State of California Department of Finance; Cotton/Beland/Associates, Inc.

7.5 GOALS AND POLICIES FOR DOWNTOWN ONTARIO AND EAST HOLT BOULEVARD

The following goals and implementation policies were established during the planning process for Downtown and East Holt Boulevard, under the direction of the Ontario Redevelopment Agency, and are incorporated into the General Plan.

DOWNTOWN ONTARIO

GOAL DT-1: Establish and maintain an efficient and harmonious use of land within the downtown area accommodating retail, personal and business services, office, residential, entertainment, light industrial, governmental, and cultural activities.

GOAL DT-2: Ensure a safe environment for downtown shoppers, workers, and residents.

GOAL DT-3: Develop a system of circulation to accommodate the movement of people and goods throughout the downtown area.

GOAL DT-4: Improve, preserve, and maintain the cohesiveness and image of the downtown through careful design and coordination of new development and through the rehabilitation and redevelopment of older areas.

GOAL DT-5: Achieve utilization of the land supply that maintains a solid tax base while respecting the area's cultural and historic resources.

GOAL DT-6: Promote and maintain a high standard of design for public and private uses and facilities.

GOAL DT-7: Create an attractive downtown that will serve as a focus and lively center of community life.

GOAL DT-8: Improve the economic vitality of the downtown to better serve all segments of the community.

GOAL DT-9: Encourage and assist the local business community and residents to act concertedly to upgrade the downtown in partnership with the City.

GOAL DT-10: Preserve the areas along Euclid Avenue north of "D" Street to "G" Street for future expansion of regional office uses and for additional downtown retail commercial activities located on the ground floors of new developments as future market conditions improve as additional space is needed.

Policy DT-1: Promote a mix of uses that balances the needs for commercial, residential, governmental, educational and cultural uses in Downtown Ontario.

Policy DT-2: Actively promote a concentration of specialty retail, entertainment, and restaurant uses into a compact retail core from Euclid to Fern Avenues, and from Holt Boulevard north to "D" Street, which will serve community residents, persons working in the greater Ontario area, and business travelers. The retail center should be developed with a market hall centered on "B" Street west of Euclid Avenue, specializing in specialty food sales and restaurants for both on-and off-site consumption in conjunction with an adjoining outdoor space suitable for a farmers market activities.

Policy DT-3: Accommodate future municipal, county, state and federal space needs by expanding the existing City Hall and county facilities which may extend from "D" Street south to Holt Boulevard and from Sultana Avenue west to Euclid Avenue.

Policy DT-4: Allow for the further expansion of the Civic Center Complex, as additional space is needed, south across East Holt Boulevard to the railroad tracks.

Policy DT-5: Preserve the areas along Euclid Avenue north of "D" Street to "G" Street for future expansion of regional office uses and for additional downtown, retail, commercial activities located on the ground floor of new developments as future market conditions improve and additional space is needed.

Policy DT-6: Locate uses, route vehicular traffic, and design streets, other open spaces, and the buildings which front these

spaces in a manner which promotes greater pedestrian activity in downtown.

Policy DT-7: Promote mixed use developments along Euclid Avenue and Holt Boulevard within the retail center west of Euclid and along "B" Street in the Civic Center Complex.

Policy DT-8: Create strong functional and visual relationships between the Civic Center Complex and the Specialty Retail Center and Euclid Avenue by developing "B" Street as a major pedestrian, oriented retail street.

Policy DT-9: Provide opportunities for recreational and other leisure activities for all age groups in the downtown.

Policy DT-10: Allow for the retention of existing land uses that are compatible with the new development to whatever extent possible. (Existing business and employment should be retained where not in conflict with the need to upgrade land use, transportation, open space, community appearance and public facilities and services.)

Policy DT-11: Preserve, where feasible, buildings of historic or architectural value to the community.

Policy DT-12: Preserve the existing single-family residential neighborhood north and east of the downtown as an attractive, low-density neighborhood.

Policy DT-13: Provide for the expansion of educational and cultural facilities in the downtown, particularly the area south of West Holt Boulevard between Euclid Avenue and Vine Street.

Policy DT-14: Encourage retail and entertainment uses that will draw people to the downtown in the evening and on weekends.

Policy DT-15: Promote the downtown as an office center for administrative, professional, and financial services.

Policy DT-16: Provide for attractive, medium and high density housing in the downtown that will enhance the specialty, entertainment, and cultural activities in the downtown.

Policy DT-17: Develop housing to a quality to which it can compete successfully in an "upscale" housing market.

Policy DT-18: Develop housing to serve both young and senior households.

Policy DT-19: Develop a center offering a broad range of automobile repair and maintenance services convenient to downtown employees. The auto service center is proposed for the area south of East Holt Boulevard, east of Campus Avenue. Detailed design guidelines and land use policies are set forth in the East Holt Boulevard Development Guide.

Policy DT-20: Provide for ground floor, pedestrian-oriented, retail uses along Euclid Avenue, "B" street, and Holt Boulevard. Two types of retail frontage should be created:

Primary Retail Frontage: Primary retail frontage should be centered around the downtown core, along Euclid Avenue between "D" Street and Holt Boulevard, and along "B" Street from Plum Avenue to Fern Avenue. The "B" Street axis should be developed as a major pedestrian-oriented specialty retail street from the Civic Center Complex west to Fern Avenue. Primary retail uses consist of the following and similar uses; specialty retail uses, entertainment, eating and drinking establishments, and general merchandise stores.

Secondary Retail Frontage: Secondary retail frontage is encouraged along Holt Boulevard and along Euclid Avenue north of "D" Street to "G" Street. Secondary retail activities consist of the following and similar uses; other general retail activities and office uses, office services, professional offices, and financial, insurance, and real estate services.

Policy DT-21: For new development of habitable structures, establish a minimum building setback of 50 feet from existing pipelines or new, established pipeline routes. The setback shall apply in all circumstances, except at the discretion of the City Council. When the requirement would preclude reasonable development of the property, the City Council may relax the minimum setback requirement to accommodate the affected property. The City will encourage consolidation of properties subject to this requirement and will encourage new development projects to locate parking, storage, etc. within the setback area.

No reduction of the minimum setback requirement will be granted unless the applicant therefore agrees to defend, indemnify and hold harmless the City and its officers and employees from and against any and all claims for injury or death of any person or damage or destruction of any property of anyone or any entity arising from growing out of, or pertaining to any incident of any nature involving the pipeline from which the minimum setback was reduced. By accepting such indemnification, the City and its officers and employees do not waive any statutory immunity which they may have for exercising their discretion in granting a reduction from the minimum setback requirement.

EAST HOLT BOULEVARD

GOAL EH-1: Establish and maintain an efficient and harmonious use of land within the East Holt Boulevard area, accommodating commercial, retail, office, residential, industrial and public activities.

GOAL EH-1: Establish and maintain an efficient and harmonious use of land within the East Holt Boulevard area, accommodating commercial, retail, office, residential, industrial and public activities.

GOAL EH-2: Create an attractive, landscaped boulevard connecting from Interstate I-10 and the Ontario International Airport to Ontario's downtown.

GOAL EH-3: Encourage revitalization of existing underutilized sites along East Holt Boulevard by consolidating smaller parcels for development of larger, higher intensity uses in a scale and character appropriate to the function of East Holt Boulevard.

GOAL EH-4: Develop and maintain an efficient circulation system to accommodate the movement of people, goods, and service in the East Holt Boulevard area.

GOAL EH-5: Improve access to properties adjoining East Holt Boulevard by constructing a well-integrated network of roadways with sufficient capacity to accommodate planned growth.

GOAL EH-6: Improve safety and security for residents, workers, shoppers, and visitors.

GOAL EH-7: Achieve utilization of the land supply that maintains a solid tax base.

GOAL EH-8: Improve the cohesiveness and image of East Holt Boulevard through design and coordination of new development through redevelopment of older areas along the street, and the creation of a consistent, well landscaped boulevard.

GOAL EH-9: Encourage and assist the local business community and property owners to act concertedly to upgrade the East Holt Boulevard area in partnership with the City of Ontario and the Ontario Redevelopment Agency.

Policy EH-1: Promote a mix of uses which balances concerns for an adequate tax base, accommodating traffic movements, and improving community appearance.

Policy EH-2: Promote land use development which takes advantage of the vacant sites adjacent to the Ontario International Airport and the freeway access from I-10 at Vineyard and Archibald Avenues.

Policy EH-3: Encourage the consolidation and redevelopment of small, underutilized lots into larger scale, attractive, and modern development.

Policy EH-4: Actively promote the consolidation of parcels for a neighborhood/community shopping center on the northwest corner of East Holt Boulevard and Grove Avenue.

Policy EH-5: Assist in the development of an auto service center on the south side of East Holt Boulevard between Campus and Bon View Avenues.

Policy EH-6: Require right-of-way dedication and street frontage landscaping as a condition of development approvals along East Holt Boulevard.

Policy EH-7: Discourage reinvestment on marginal parcels and limit reinvestment if development proposals impede assemblage into larger more economically viable sites.

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8.0 INFRASTRUCTURE ELEMENT

Infrastructure means underpinnings -- the basic urban systems and services that keep a community functioning. Although historically citizens have not paid much attention to infrastructure systems unless they weren't working properly, as freeways become more congested and landfills are closed, infrastructure capacities will command more public attention in the future.

Included in this Infrastructure Element are discussions of the water supply system, waste water collection and treatment (sewerage), solid waste disposal, flood control and transportation systems (roadways, public transit, bicycle, and railroad). The circulation component of the Infrastructure Element has been prepared consistent with State guidelines, Section 65302(b), which require that all General Plans contain "a Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other local public utilities and facilities, all correlated with the Land Use Element of the plan."

8.1 WATER SOURCES AND SUPPLY

Issue Summary

Ontario is served by its City Water Department, with most of its water provided by the Chino Groundwater Basin. The Chino Basin Watermaster is responsible for maintaining the quantity of groundwater underlying Ontario and much of western San Bernardino County. (Groundwater quality is the responsibility of the Watermaster and the Santa Ana Regional Water Quality Control Board, see Natural Resources Element, Chapter 5).

The basin has an estimated storage capacity of 13 million acre-feet and a current storage of approximately 7.5 million acre-feet. The legally designated annual safe yield from the Chino groundwater basin is 140,000 acre feet, which is the amount of groundwater that can be pumped from the basin while maintaining adequate groundwater levels. This is not enough water to completely supply the growing population of Ontario and the surrounding communities. Supplementary water is imported to make up the shortfall.

The CBMWD is a member of the Metropolitan Water District (MWD), which has imported 10 to 20% of its water from the Colorado River via the Colorado River Aqueduct and from northern California via the State Water Project.

Approximately 35% of this imported water is used to replenish the groundwater supply; the remainder is sent directly to local water suppliers like the Ontario Water Department. As of September 1, 1989, the MWD ceased receiving Colorado River water, leaving the State Water Project the primary source of imported water.

As Ontario and other communities included in the CBMWD continue to grow, the west end of San Bernardino County will become increasingly dependent on imported water. Because of this rapid growth, water usage is increasing faster than anticipated. Total water usage in the Chino Basin in FY 1988 was approximately 280,000 acre-feet, which exceeds the projected usage for 1994 expected by the CBMWD in 1985.

The MWD Upper Feeder Aqueduct runs east/west through northern Ontario. It follows Fifth Street from the western City limits to Berlyn Avenue, then cuts northeast to run parallel to and south of Eighth Street through the eastern portion of the City. In accordance with a 1981 Water Master Plan, the City has undertaken an ambitious construction program to provide new water lines and reservoirs to keep pace with Ontario's growth and expansion. Two new components, a major line aligned generally with Milliken Avenue and a reservoir at the Aqueduct, are yet to be constructed.

GOAL 1.0: Ensure an adequate supply of safe water for Ontario residents and businesses.

Policy 1.1: Update the City's Water System Master Plan as needed.

Policy 1.2: Include water system improvements as needed in the City's Capital Improvements Program (CIP).

Policy 1.3: Continue to give priority to relief of significant existing water supply and distribution problems in developed areas over construction of new systems in developing areas. Current City policy states that existing residents and businesses should not have to pay for additional facilities and services required to secure new development.

Policy 1.4: Require financing plans for water system capital improvements in large developments as a condition of approval.

Policy 1.5: Preserve existing aquifer recharge areas.

Policy 1.6: The City will adopt a landscape water conservation ordinance by January 1, 1993 as required by State law.

GOAL 2.0: Ensure that the use and consumption of water is properly managed.

Policy 2.1: Actively support local and regional water conservation programs.

8.2 WASTEWATER SYSTEM AND TREATMENT

Issue Summary

Wastewater (sewerage) is collected primarily by lines owned and maintained by the City of Ontario. The collected sewage is then treated by the Chino Basin Municipal Water District (CBMWD), which provides primary, secondary and tertiary treatment. The District owns and maintains all interceptor systems and water reclamation plants to use and dispose of wastewater. The expansion or construction of new regional facilities is also the responsibility of the CBMWD.

The CBMWD operates two systems. A nonreclaimable wastewater line when possible is used to export industrial and other nonreclaimable wastes from the basin. These wastes are transported via underground pipelines to the Los Angeles County Sanitation District for treatment at Harbor Island and ocean disposal. Reclaimable wastewater is piped to CBMWD Regional Plant # 1, which is located between Vineyard and Archibald Avenues in the south central portion of Ontario. Reclaimed water is used to irrigate the adjacent municipal golf course, Westwind Park and is also used to meet CBMWD obligations to deliver Santa Ana River water to Orange County. The CBMWD is studying means to encourage additional local use of reclaimed effluent, which can be suitable for irrigation, fishing, swimming, and industrial processes.

The City has undertaken extensive improvements to the wastewater collection system, consistent with a sewer master plan completed in 1981. These improvements included replacement and upgrading of lines serving existing development. Extensions to serve new construction were undertaken by developers at no cost to the City. The CBMWD plans expansion of Regional Plant # 1 from its current capacity of 44 MGD solids and 32 MGD liquids to 52 MGD solids and 44 MGD liquids. Expansion is ongoing, with completion expected by FY 1992/93.

GOAL 3.0: Provision of adequate wastewater lines and treatment facilities which serve Ontario residents and businesses and which protect the environment.

Policy 3.1: Update the City's Sewer Master Plan.

Policy 3.2: Include sewer system improvements as needed in the City's Capital Improvement Program.

Policy 3.3: Continue to give priority to improvement of significant deficiencies in the existing system over new facilities to serve undeveloped areas of the City.

Policy 3.4: Reduce wastewater generation by developing standards for minimizing water use.

Policy 3.5: Work with the CBMWD to increase the environmentally sound opportunities to reuse treated wastewater. Support and where feasible mandate reuse of recycled waste water and sewage sludge in public and private landscaping.

Policy 3.6: Require financing plans for sewerage system capital improvements in large developments as a condition of approval.

8.3 SOLID WASTE DISPOSAL

Issue Summary

Solid waste collected in Ontario is presently taken to the Milliken Landfill, which is administered by the San Bernardino County Department of Solid Waste Management.

The landfill is approaching capacity, and will be closed in August 1993. The County will retain control of the Milliken site for 50 years of post-closure maintenance. It presents no reuse possibilities for the foreseeable future, with the exception of open space or very low intensity recreational use (no facilities or structures).

The County is developing a formal closure plan for the Milliken Landfill. The Milliken Landfill Closure Plan will control the future of the landfill. There are technical environmental problems that need to be addressed before considering reuse of the landfill site. The site will be sealed with at least one foot of clay over all 196 acres, to ensure that no rainwater percolates into the trash and then leaches into the water table. The one foot clay "umbrella" will be overlain with two feet of vegetative soil. Where trees are to be planted, the depth of vegetative cover soil will be increased to prevent tree roots from penetrating the clay sealer.

After the Milliken Landfill is closed, a portion of the site may continue to function as a refuse transfer and Material Recovery Facility (MRF) which may be located on 30 acres of native soil that has not been filled. Trucks would continue to bring trash to the vicinity of the Milliken site, where recyclables would be separated from the waste stream. Nonrecyclable refuse would then be hauled to a regional landfill.

The 1986 Waste Management Master Plan, adopted by the San Bernardino Waste Advisory Council, emphasizes resource energy recovery and conservation, education/information programs, and litter control as alternatives to landfilling. Recycling of materials is one of the most important methods of reducing the waste stream and conserving resources. In 1988 Ontario initiated a Citywide curbside recycling program for single-family residences. Expansion of the program is anticipated to include multi-family residential uses, and eventually commercial and industrial uses as well.

GOAL 4.0: Continue to provide for the environmentally sound collection and disposal of solid waste from Ontario's residents and businesses.

Policy 4.1: Expand the recycling program to include multi-family residences, commercial and industrial uses. Establish

and maintain incentives which encourage residents and businesses to participate.

Policy 4.2: Work with the County to complete the closure plan for Milliken in particular with respect to the importation of large quantities of clay and soil cover to seal the site.

Policy 4.3: Encourage and support regional and statewide efforts to reduce the solid waste stream by cutting down on nonrecyclable packaging of household and business goods.

Policy 4.4: Enforce a vigorous recycling program within all city offices including recycling of cans, glass bottles, papers, and cardboard.

Policy 4.5: Discourage Haven Avenue access for the transfer facility.

Policy 4.6: Provide solid waste recycling programs including exploring the possibility of the development of a Materials Recovery Facility (MRF) which meet the requirements of State mandated material recycling criteria.

Policy 4.7: Investigate the possibility of a City-sponsored program to recycle yard waste and development of end-markets for compost.

Policy 4.8: Encourage backyard composting by property owners. Provide instructions on how to set up a composting system.

Policy 4.9: Encourage diversion of special wastes such as tires, white goods and construction and demolition debris.

Policy 4.10: Support the local and regional development of the California Integrated Waste Management Board's Recycling Market Development Zones Program.

8.4 FLOOD CONTROL

Issue Summary

The City of Ontario has defined areas of flood hazard and regulates development within flood plains. These land use

controls have been established in conjunction with Ontario's participation in the National Flood Insurance Program. The principal water courses which traverse the City from north to south are Cucamonga Creek, West Cucamonga Creek, Deer Creek, Day Creek, and Etiwanda Creek. Relief of flood control problems has been a major focus of city capital improvements, and each of the these regional drainage channels, plus many local drains have recently been upgraded.

GOAL 5.0: Provide for the adequate, timely and economically sound development of flood protection facilities for Ontario residents and businesses.

Policy 5.1: Include flood control system improvements as needed in the City's Capital Improvements Program.

Policy 5.2: Continue to give priority to improvement of significant deficiencies in the existing system over new facilities to serve developing areas of the City.

Policy 5.3: Require financing plans for flood control system capital improvements in large developments as a condition of approval.

Policy 5.4: Where feasible, support and encourage multi-use of flood control facilities for open space and recreation uses such as bikeways and jogging paths.

8.5 SCHOOLS

Issue Summary

The City of Ontario is served by four separate elementary school districts:

- Ontario Montclair School District
- Chino Unified School District
- Mountain View School District, and
- Cucamonga School District

School district boundaries are shown in Figure INF-1. The Ontario-Montclair School District (OMSD) serves the majority of children in Ontario. It is the second largest K-8 school district in California, and is growing by 1,000 to 1,200 students per year. Many schools in the district suffer from severe

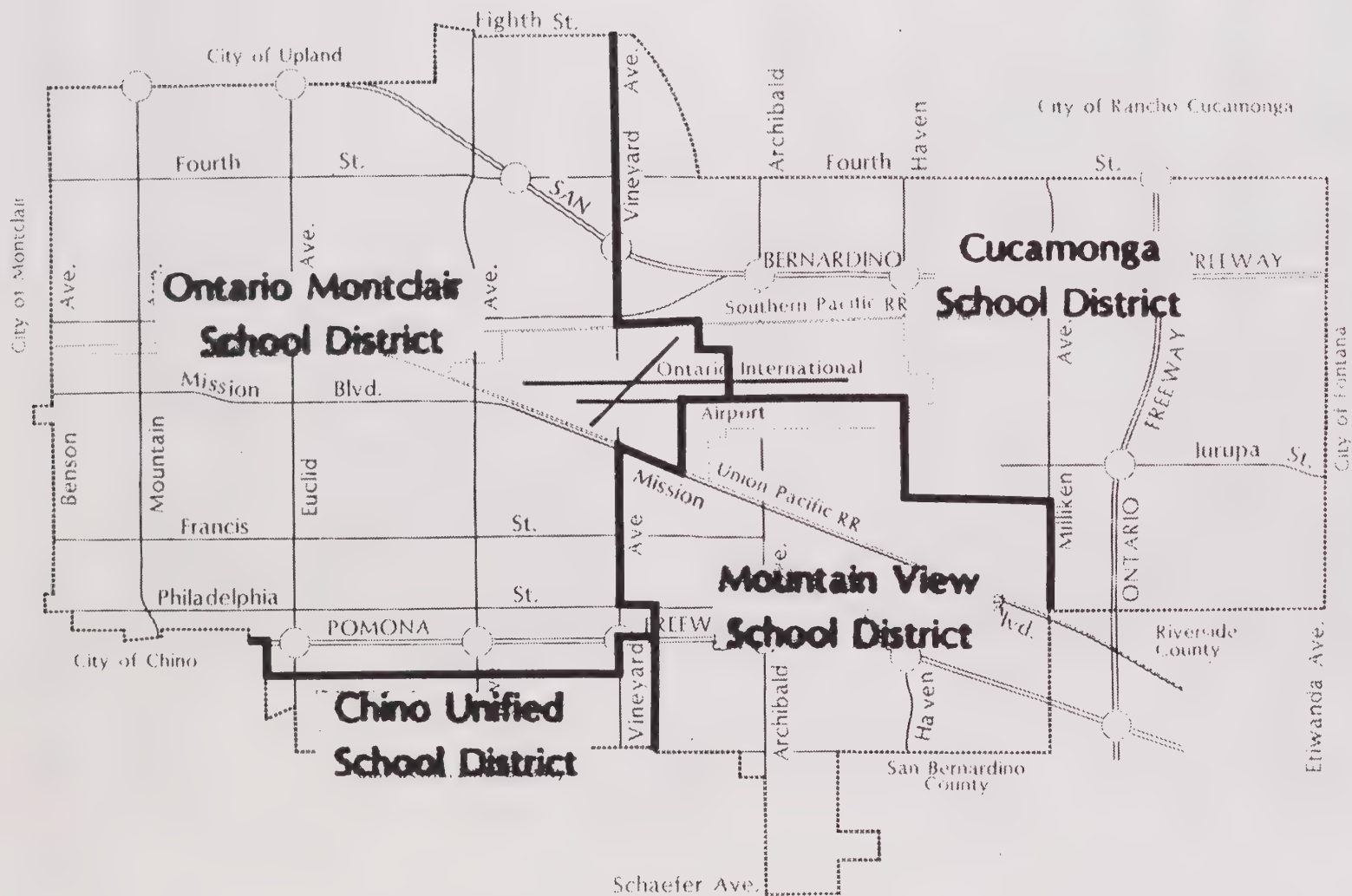


Figure INF-1
School District
Boundaries

overcrowding. The district is in need of five new schools. Although OMSD owns sites for additional elementary and junior high schools, it lacks funding for new construction. The State-mandated fees are \$1.58 for residential development and \$0.28 per square foot of commercial/industrial development. These fees are adjusted annually to reflect inflation. The districts also receive State funding for school construction based on enrollment projections. These required school impact fees are exclusive of any City imposed methods of mitigating environmental effects related to the adequacy of school facilities. The State-mandated fees provide revenue for temporary relocatable classrooms, but only 30% of that needed for permanent construction. Much of the district's growth is coming not from new development but from added student population in existing multi-family residential areas, growth which generates no new revenues to the district. In terms of student load, the Ontario-Montclair District presently utilizes approximately 150 relocatable classrooms. These portables house approximately 25% of the students in the District. The State of California has determined that portable classrooms are "not adequate" housing for students on a permanent basis. The presence of relocatable classrooms in some cases has begun to seriously compromise outdoor play and physical education areas. The portables also do not provide additional library, lunchroom, and gymnasium space needed for the added student load. Every OMSD campus is operating in excess of capacity, but conditions are particularly acute at Mariposa School. The school, which was designed for 550 students, now accommodates 850 children, 54% above capacity.

The District also is in need of new support facilities, including a central kitchen and facilities for maintenance of buses and physical plant.

Mountain View School District includes the area south of Ontario International Airport and east of Vineyard Avenue to Milliken Avenue. Because of recent and ongoing residential development in this area, attendance within the District is growing rapidly, up over 100% in the past three years. Much of the geographical area of the district remains undeveloped. District representatives estimate that, at present, approximately 2,500 Ontario students attend their schools.

Chino Unified School District serves the southwestern portion of Ontario south of Walnut Avenue and west of Vineyard. The District estimates that more than 1,100 elementary school

students and 850 junior and senior high school students who are residents of Ontario attend its schools. The one elementary school which presently serves Ontario students, Levi Dickey, is operating above capacity. Overflow students are transported to other schools in the District.

Although Cucamonga School District includes a large portion of Ontario, much of it is non-residential. The District estimates that approximately 25%-30% of its students are Ontario residents.

Chaffey Joint Union High School District serves all Ontario upper grade students except those attending Chino Unified Schools. District representatives estimate that approximately 5,270 Ontario children attend its high schools.

The school districts are solely responsible for the development of long range plans for schools, including establishing the need for additional facilities.

The Chaffey Community College District serves the City of Ontario. Chaffey College currently operates a satellite campus in the City, and the City encourages working with other universities.

GOAL 6.0: Support adequate school facilities and a positive learning environment for all school age children in Ontario.

Policy 6.1: Notify school districts of proposed subdivision projects or development applications early in the review process to allow time for adequate responses by school districts.

Policy 6.2: Request that school districts indicate the level of facilities available to serve development projects requiring discretionary review.

Policy 6.3: To the extent allowable under State law, when reviewing development applications requiring General Plan Amendments, Specific Plans, Specific Plan Amendments and/or zone changes for residential, commercial, and industrial uses and other legislative land use decisions, take into consideration the availability of school facilities at time of need.

Policy 6.4: Should school districts determine that school facilities are not available to adequately house students, to the extent allowable under State law, legislative actions (such as General Plan Amendments, zone changes, Specific Plans, and Specific Plan Amendments) may, depending on the conditions that exist at that time, be approved, conditionally approved, postponed, or denied by the City Council until needed school facilities are available or an agreement to provide such facilities is reached between the developer and the school district.

GOAL 7.0: Support the planning of school facilities with the planning of related public facilities.

Policy 7.1: At the earliest possible stage of development, coordinate the planning and siting of school facilities, recreational facilities, child care centers, libraries and other related public facilities so that they are adequate to serve the projected future residents of the area.

Policy 7.2: Coordinate efforts between the Redevelopment Agency and the Ontario Montclair School District to find a site for the OMSD central kitchen, maintenance and other support facilities.

GOAL 8.0: Promote orderly growth, recognizing the relationship between land use planning and school facilities planning.

Policy 8.1: Work with the public facility providers to ensure that, where feasible, public facilities are sited in locations most suitable to serve the present and the projected future residents of the City.

Policy 8.2: Use general plan amendments to identify the general location of proposed schools and other complementary facilities.

Policy 8.3: Encourage the various local agencies, school districts and jurisdictions of the region to coordinate standards, policies and criteria for the funding and siting of school facilities.

Policy 8.4: Within Area III of the Airport Environs, give priority to sound attenuation of schools to improve the teaching and learning environment.

Policy 8.5: Coordinate with Ontario Montclair School District to support, encourage and facilitate relocation of Bon View Elementary School

GOAL 9.0: Support the several school districts in their efforts to provide new and upgraded school facilities to satisfy current and projected future needs.

Policy 9.1: Establish a joint task force comprised of City staff, representatives of the school districts serving the City, and the building industry (i.e., Building Industry Association/Baldy View Region) to (a) explore and define the extent of a potential partnership between the City and the school districts as it relates to the provision of adequate school facilities; (b) explore means of developing and funding new school construction, and upgrading existing facilities, and (c) reach agreement on methods of implementation.

Policy 9.2: Actively support efforts to increase funding for new school construction and improvements at inadequate existing facilities.

8.6 POLICE

Issue Summary

The Ontario Police Department provides protection service to the City. It is currently at a staffing level of 186 sworn officers. The ten year plan calls for a staffing level of 400, of which 75% (280) would be sworn officers. At this personnel level, the police department will outgrow its current quarters. To meet the requirements of its ten year plan, a 175,000 square foot facility with 650 parking spaces is needed. The police department estimates that it needs a 3.5 acre site to fulfill its needs. However, if police headquarters are to be combined with those of the fire department, a larger building and larger site will be needed.

GOAL 10.0: Provide adequate police protection for the City of Ontario.

Policy 10.1: Study the feasibility of a new combined police/fire department headquarters within the Town Center.

Policy 10.2: Provide an adequate site for new police facilities, as outlined in the department ten-year plan, whether or not it is to be combined with new fire department facilities.

Policy 10.3: The Police Department shall continue to enforce the Ontario Building Security Code (OMC 4-11.01).

Policy 10.4: The City shall add new personnel, equipment, and facilities as needed to protect additional population.

Policy 10.5: Continue Police Department review of proposed new development.

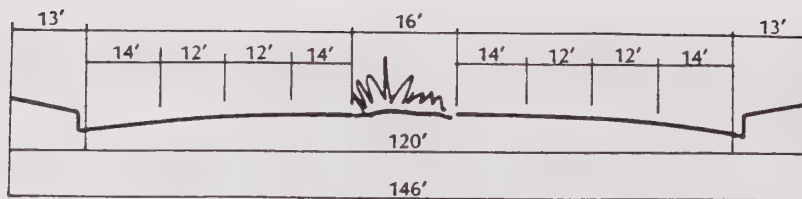
8.7 CIRCULATION¹

This section includes a discussion of streets and highways, public transit, transportation demand management, bicycle and pedestrian facilities, transportation terminals, railroads, Ontario International Airport and trucks.

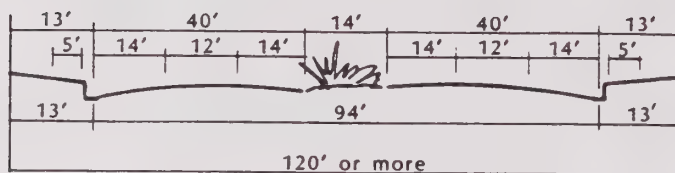
STREETS AND HIGHWAYS

Classification of Streets: The City of Ontario has developed a street classification system comprising six different roadway types. Typical cross-sections are shown in Figure INF-2, which represent roadway standards. Actual dimensions may vary for individual streets, particularly for older streets as widening to current standards is impractical in some portions of the City. Dimensions may also vary for streets within areas covered by Specific Plans. The six roadway classifications are as follows:

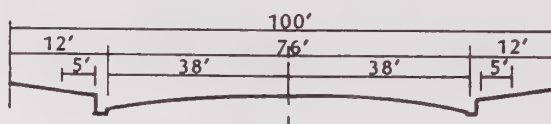
¹This section prepared by Korve Engineering.



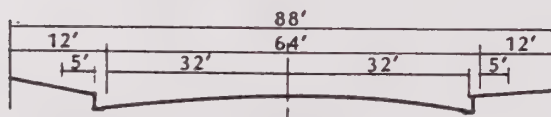
Divided Arterial
8'-Lane



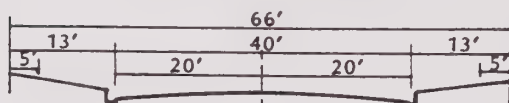
Divided Arterial



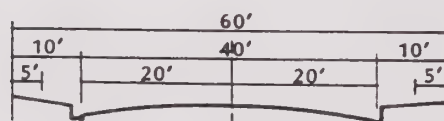
Standard Arterial



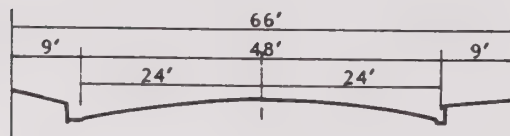
Collector Street



Local Street



Local Street



Local Industrial Street

Note:

- a) Median not necessarily raised and/or landscaped.
- b) Cross-sections are for mid-block locations. Localized widening to accommodate projected traffic volumes and turning movements may be required.



SOURCE: Korve Engineering

City of Ontario

Figure INF-2
Typical Cross-Sections

- **Divided Arterials** accommodate four or six lanes of traffic, with a median. These facilities are the principal thoroughfares through the city that also link to adjacent cities. They are intended to carry high traffic volumes, and driveway access is limited in order to provide for efficient flow of high volume traffic.
- **Standard Arterials** accommodate four lanes of traffic, with or without a median. They are designed to also carry high volumes of traffic. These facilities provide access to major destinations in the city, and serve as links between the divided arterials and the collector streets. Driveway access is limited where possible, to allow for efficient traffic flows. Parallel parking can be accommodated on both sides of the street.
- **Collector Streets** are four lane roadways that connect local streets to arterials. These facilities are designed to carry lower volumes of traffic, to provide access to major developments as well as provide through streets for traffic to travel between areas of the city. These streets can also accommodate parallel parking.
- **Local Streets** are two lane streets designed to provide access to local neighborhoods and individual properties. On-street parallel parking is accommodated on these streets. The City has two different cross sections for local streets, although the configuration and purpose is the same for both types.
- **Local Industrial Streets** are two lane streets designed to provide access in industrial areas and to accommodate industrial traffic.

Table INF-1 summarizes key characteristics and daily capacities of arterial and collector roadway classifications.

**TABLE INF-1
ROADWAY CLASSIFICATIONS**

Classification	Right-of-Way Width ¹	Curb-to-Curb Width ¹	Lanes	Median	Daily Capacity ²
Divided Arterial	120/146 feet	94/120 ft	6/8	Yes	49,000/65,000
			4	Yes	33,000
Standard Arterial	100 feet	76 feet	4	Yes	33,000
Collector Street	88 feet	64 feet	4	No	22,000

Source: Kunzman Associates; Ontario Engineering Department

- ¹ Some arterial streets may be narrower than the right-of-way or curb-to-curb standards indicated above.
- ² Carrying capacity is the primary determinant of street classification. The daily capacities are "rule of thumb" numbers only to be used at the General Plan level. The capacities are affected by such factors as intersections (numbers and configuration), degree of access control, roadway grades, design, geometrics, sight distance, level of bus and truck traffic, and level of pedestrian and bicycle traffic.

Existing Roadway System: The City of Ontario is served by three regional freeways that pass through the city. The San Bernardino Freeway (I-10) is an eight-lane facility that runs east-west across the northern margin of the city, providing access to Los Angeles to the west and San Bernardino to the east. The Pomona Freeway (SR-60) is a six-lane facility that runs east-west across the southern margin of the city, providing access to Los Angeles and Orange Counties to the west and south and to Riverside County to the east. The Ontario Freeway (I-15) runs north-south through the eastern margin of the city, providing access north to Las Vegas and south to San Diego. There are a total of fifteen interchanges providing access to these three freeways within the City of Ontario.

The city's street system is basically a grid that forms a dense network in the west half of the city, but with relatively few major streets. In the less developed eastern half of the city, the grid is relatively sparse and is comprised primarily of major streets. Major east-west streets in the city are limited to Holt and Mission, which both provide access to Montclair and Pomona to the west. Mission and Riverside Drive are the only major east-west streets that run continuously from the west end to the east end of the city.

Major north-south streets include Mountain and Euclid (State Route 83) in the western part of the city, both of which provide access north to the San Bernardino Freeway (I-10)

and the City of Upland, and south to the Pomona Freeway (State Route 60) and the City of Chino, Grove Avenue and Milliken Avenue. In the eastern part of the city, north-south roadways are often currently discontinuous, due either to the airport location, mainline railroad tracks, or unconstructed roadway segments. In the northeast quadrant, Vineyard, Archibald, and Haven are the principal roadways, all of which have interchanges with I-10. Archibald and Haven are also principal access routes between I-10 and the City of Rancho Cucamonga to the north. In the southeast quadrant, Vineyard, Archibald, and Milliken all provide access to State Route 60. South of the city limit, Archibald and Milliken (Hammer Avenue/State Route 31) provide access into undeveloped parts of San Bernardino and Riverside counties.

Current Traffic Conditions:

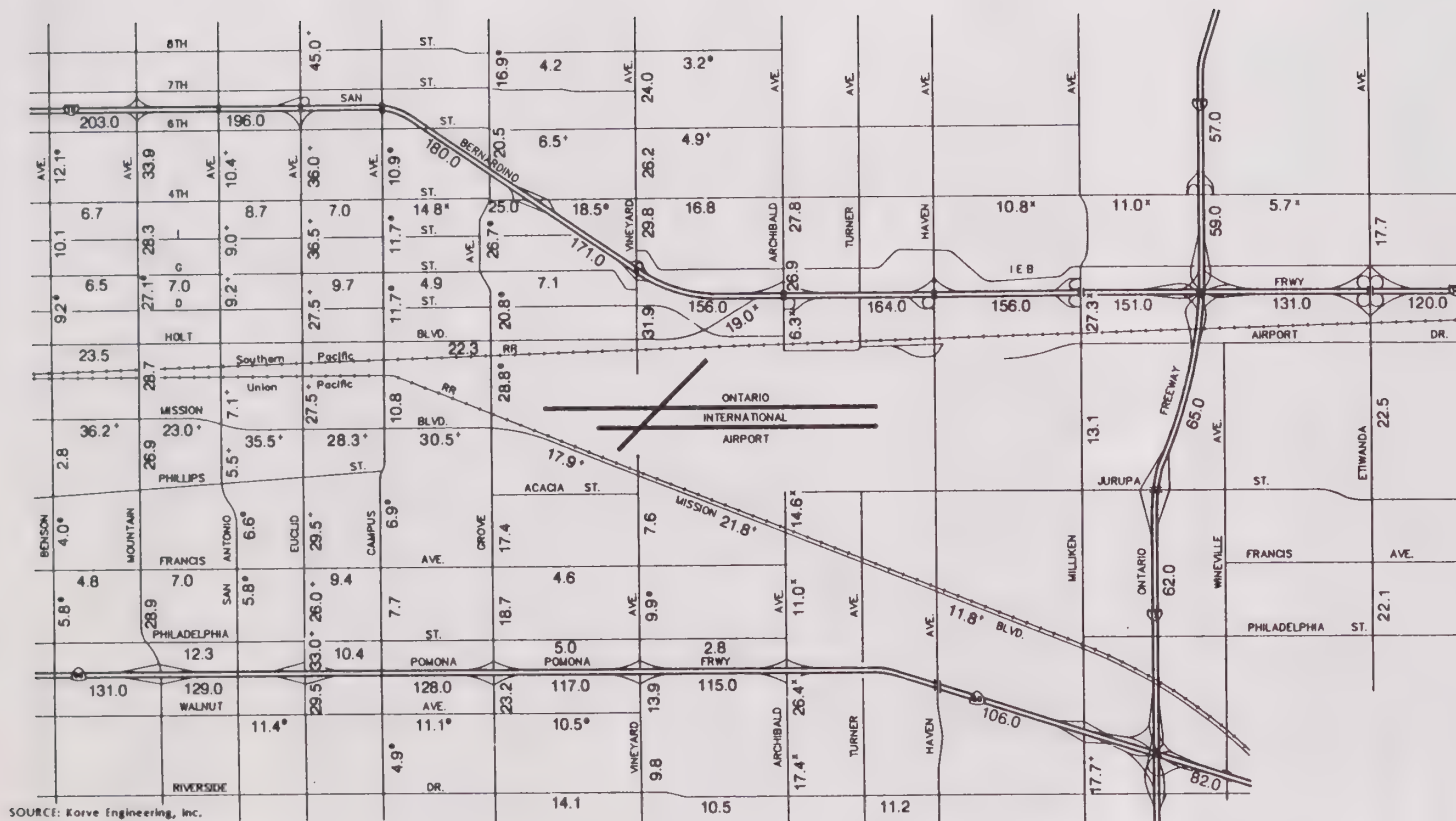
Traffic Volumes

Figure INF-3 shows current daily traffic volumes on principal roadways in Ontario, and on the three freeways that run through the city. While significant growth is continuing to occur in the eastern part of the city, traffic volumes generally remain highest in the western half of the city.

Levels of Service

Level of service is a measure used to evaluate the degree of congestion on streets and highways. Relative congestion is evaluated on a scale of A through F. Level of Service A indicates free-flow conditions with no delay. Level of Service F indicates breakdown of the system, with long delays to traffic for a roadway segment. Level of Service C is a typical urban standard level of service, and Level of Service D is generally considered to be the worst acceptable condition in urbanized areas.

For areawide studies and plans, level of service is estimated based on daily traffic volumes and daily traffic street capacities. The relationship between traffic volumes, roadway capacity, and level of service is as follows:



SOURCE: Karve Engineering, Inc.

Note: Figures x 1000

Freeways: 1988 Count
City: 1989 Count

Except: e Estimate
+ 1988 Count
x 1987 Count

Figure INF-3
Current Daily
Traffic Volumes

CITY of ONTARIO



- Level of Service A: volume between 0% and 60% of capacity.
- Level of Service B: volume between 61% and 70% of capacity.
- Level of Service C: volume between 71% and 80% of capacity.
- Level of Service D: volume between 81% and 90% of capacity.
- Level of Service E: volume between 91% and 100% of capacity.
- Level of Service F: volume over 100% of capacity.

The adequacy of the existing street system was determined by comparing the existing traffic volumes to roadway capacities of existing street sections. The capacity of the standard sections are shown in Table INF-1. Most of the City arterials currently operate at an acceptable Level of Service C or better. Problem areas are identified in Table INF-2.

Current Traffic Problems and Deficiencies: There are a number of barriers to movement within the City of Ontario, including the San Bernardino, Pomona, and Ontario Freeways, the Southern Pacific and Union Pacific railroads, and the Ontario International Airport. Of these, the freeways are less significant as there are numerous interchanges and crossings, particularly in the older western part of the City. In the newer eastern part of the City, there are interchanges with major arterials, but no secondary roadway crossings of the freeways. Grade separations with arterial roadways have largely mitigated the barrier effect of the Southern Pacific railroad, although at-grade crossings remain at Vineyard, Archibald and Milliken. While the Union Pacific railroad is grade-separated with arterial roadways in the west of the City, from Grove Avenue eastward it runs continuously at-grade.

The key barrier to movement remains the Airport, which prevents both Vineyard and Archibald from forming continuous north-south arterials. The airport, in conjunction with the railroad alignments and the San Bernardino Freeway, also acts as a barrier to direct connections in an east-west direction between the older residential western areas of the City and the newer industrially developing eastern part of the City. With the exception of Mission Boulevard, there is no arterial street in the City that provides continuous east-west access through the City. This forces local east-west trips to use the San Bernardino and Pomona Freeways rather than the City arterials.

**TABLE INF-2
CURRENT CAPACITY DEFICIENCIES ON ONTARIO STREETS**

STREET NAME	LOCATION FROM/TO	DEFINITION OF PROBLEM
Mountain Avenue	Pomona Freeway Fourth Street	Level of Service D
Mountain Avenue	Fourth Street San Bernardino Freeway	Level of Service E
Euclid Avenue	Pomona Freeway Holt Boulevard	Level of Service D
Campus Drive	Holt Boulevard San Bernardino Freeway	Classified as local street; traffic volumes at or above the capacity of a two-lane collector street
Grove Avenue	Holt Boulevard Sixth Street except between G Street Fourth Street	Level of Service E Level of Service F
Grove Avenue	Sixth Street Eighth Street	Level of Service D
Vineyard Avenue	San Bernardino Freeway Fourth Street	Level of Service D
Fourth Street	Grove Avenue San Bernardino Freeway	Level of Service F
Mission Boulevard	Euclid Avenue Campus Avenue Campus Avenue Grove Avenue	Level of Service D Level of Service E
Mission Boulevard	San Antonio Avenue Euclid Avenue and west of Mountain Avenue	Level of Service F

Source: Korve Engineering 1989

However, these limitations to the transportation network have not caused significant traffic problems on the street system to date. Current traffic problems in the City of Ontario are primarily limited to the older western part of the City, including following areas:

- **Mountain Avenue**

Traffic congestion occurs in the p.m. peak hour at the I-10 freeway ramps, due to the constrained geometrics of the ramp intersections. Traffic along the full length of Mountain Avenue between the I-10 and State Route 60 Freeways is beginning to approach the capacity of a four-lane arterial.

- **Fourth Street**

Traffic congestion occurs in the vicinity of the I-10 interchange, due to the narrow (two lane) undercrossing of the freeway.

- **Northwest Ontario**

The lack of an arterial grid system leads to some traffic intrusion through the predominantly residential area. In the north-south direction, there is no arterial roadway for two miles between Euclid and Vineyard, while in the east-west direction there is no arterial roadway north of Holt for over two miles to the City limit. The Collector Street system is also discontinuous in this area, with Fourth Street classified as a Collector west of San Antonio, and east of Campus, but as a local street between these locations. Through traffic on Sixth Street is also perceived as a problem by residents. While Campus Avenue is classified as a Local Street, it currently carries traffic volumes in excess of the capacity of a two-lane collector street.

- **Grove Avenue**

Traffic congestion occurs at the intersection of Grove with Holt, as Holt and Grove are used as routes around the airport. North of Holt Boulevard, traffic volumes on Grove Avenue are close to or above the capacity of a four lane collector roadway.

- **Eastern Ontario**

A grid system of arterial roadways has been established on one-mile spacing, with interchanges at the freeways. However there are few continuous east-west arterial roadways connecting the newly developing employment areas in the eastern parts of the City with the more

established residential areas in the west. North of I-10, Fourth Street is the only continuous east-west roadway, but while it is generally a Divided Arterial east of Vineyard, it becomes a Collector and a Local Street west of Grove Avenue. G Street is discontinuous at Vineyard, and there is no direct arterial connection from Eastern Ontario into Holt Boulevard. These discontinuities tend to force local traffic onto I-10. South of I-10, none of the three principal arterials, Jurupa, Francis or Philadelphia, connect directly west of Mission Boulevard and the Union Pacific Railroad into the western part of the City.

- **Eastern Ontario**

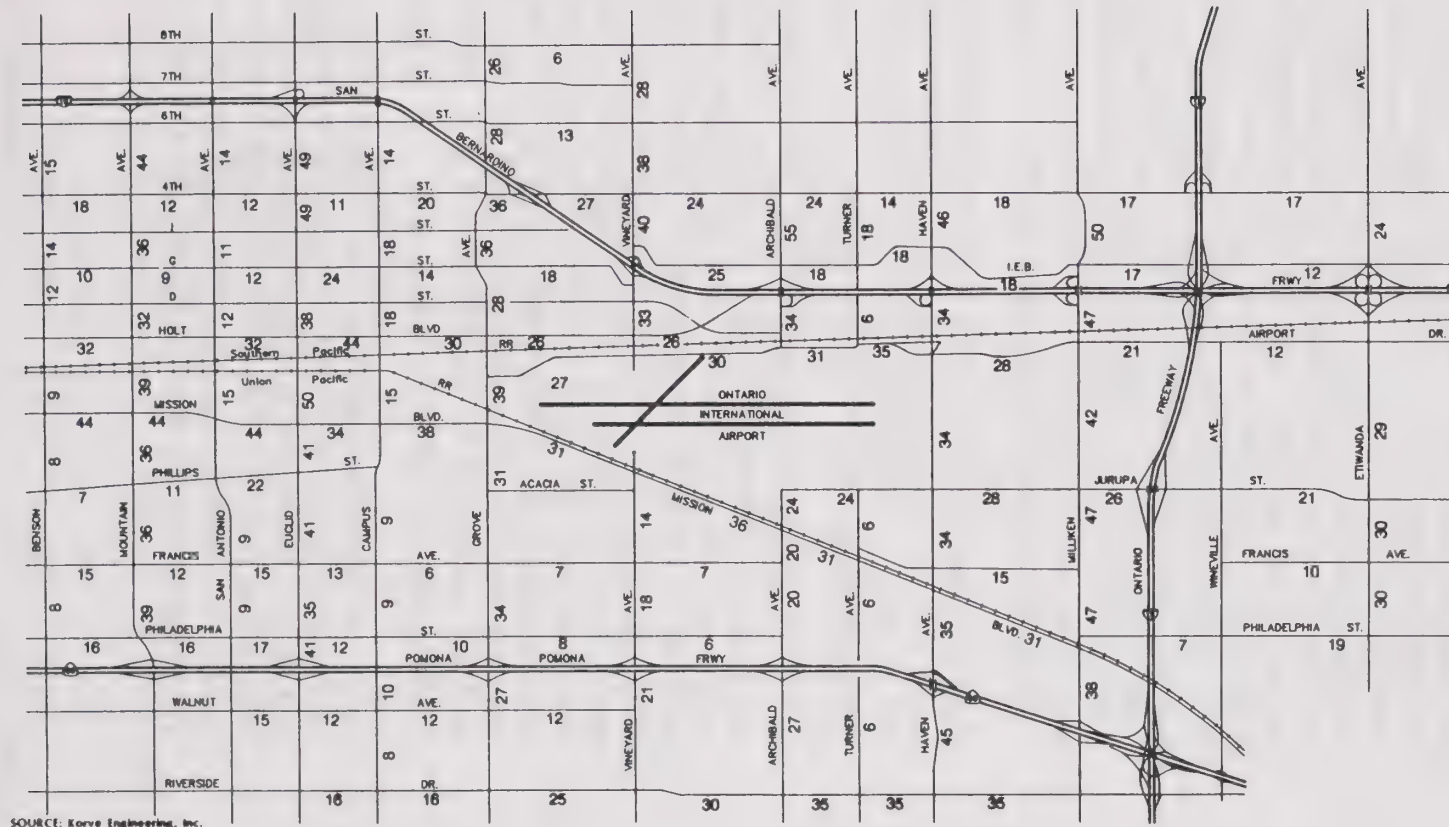
While the major arterial roadway system has been established in the Eastern part of the City, there is no clearly defined connecting system of Standard Arterial or Collector Streets, nor secondary overcrossings or undercrossings of the San Bernardino, Ontario and Pomona freeways.

- **Milliken and I-10**

Truck stop facilities generate a high volume of truck activity and truck congestion at the intersection of Milliken and Guasti Road and the Milliken/I-10 interchange.

Future Traffic Conditions: Significant development is expected to occur in the future in the eastern part of the City. Much of this development will be Industrial Park or Planned Industrial uses, such as the California Commerce Center (roughly bounded by the Southern Pacific railroad, the Ontario Freeway, the Pomona Freeway, and Haven Avenue); the Vintage Industrial Park (east of the Ontario Freeway); and the area south of the Airport. The Ontario Center is a large Planned Commercial and mixed use development in the area bounded by Turner Avenue, Fourth Street, the Ontario Freeway and the San Bernardino Freeway. Significant Planned Commercial and General Commercial development is planned immediately north of the Airport between Vineyard Avenue, Inland Empire Boulevard, Haven Avenue. A significant expansion of the Ontario International Airport is also planned. Major residential development is in the final stages of development for the Archibald Ranch in the south part of the City.

Future traffic volume projections are shown in Figure INF-4, based on development according to the land use policy map.



SOURCE: Korve Engineering, Inc.

Figure INF-4
Future Daily
Traffic Forecasts
(000's)

CITY of ONTARIO

It is strongly recommended that an immediate priority of the City be the development of a Citywide traffic forecasting model, to prepare more detailed traffic forecasts in conjunction with the Special Studies recommended in the following section.

Available information indicates that in the more established western part of the City traffic growth will be quite moderate and traffic patterns will remain similar to today's. In the developing eastern section of the City, significant traffic growth will occur on many roadways. The most heavily travelled streets in the eastern part of the City will become Archibald Avenue, Haven Avenue, and Milliken Avenue in the north-south direction, with the highest volumes expected in the area between Jurupa Street and Fourth Street due to traffic accessing the Ontario Center, the commercial areas north of the Airport, and the Ontario International Airport. Traffic volumes in the eastern half of the City will be largely oriented in the north-south direction, to access the San Bernardino and Pomona Freeways because of the lack of good arterial connections to either the west or the east.

Many roadways within the City will operate at LOS C or better with the roadway classifications in the existing Master Plan of Streets. Table INF-3 shows street sections that will operate at Level of Service D or worse.

For those sections that will operate at Level of Service D, major capital improvements such as roadway widenings are not recommended (except perhaps for Milliken Avenue), due primarily to the difficulty of obtaining right-of-way in the developed western parts of the City. Instead, traffic levels of service could be improved at these locations by ongoing traffic operations measures, such as intersection improvements, and through transit and TDM programs (identified in the following sections) aimed at reducing vehicle trips. For those street sections operating at Level of Service E or F, expansion of the roadway may be necessary.

Based on this review, an evaluation of the previous Circulation Component, subsequent development activities, and various recent traffic studies in the City, a number of refinements to the Circulation Component have been identified to alleviate future traffic problems and congestion. These improvements are identified in the following section.

**TABLE INF-3
PROJECTED CAPACITY DEFICIENCIES
(YEAR 2000)**

STREET LOCATION	LOCATION FROM/TO	LEVEL OF SERVICE BASED ON 1982 MASTER PLAN OF STREETS	LEVEL OF SERVICE BASED ON 1991 MASTER PLAN OF STREETS
Mountain Avenue	Fourth Street Francis Street	Level of Service E/F	Level of Service B/C
Mountain Avenue	near San Bernardino Freeway	Level of Service F	Level of Service D
Euclid Avenue	G Street San Bernardino Fwy	Level of Service E/F	Level of Service C
Euclid Avenue	Mission Boulevard Holt Boulevard	Level of Service F	Level of Service F
Euclid Avenue	South of Mission	Level of Service D	Level of Service D
Grove Avenue	G Street Fourth Street	Level of Service F	Level of Service C
Grove Avenue	Fourth Street Sixth Street and Holt Boulevard G Street	Level of Service D	Level of Service D
Vineyard Avenue	Fourth Street Sixth Street	Level of Service F	Level of Service C
Archibald	Inland Empire Fourth Street	Level of Service F	Level of Service D
Haven Avenue	Inland Empire Fourth Street	Level of Service F	Level of Service C
Milliken Avenue	Jurupa Mission Boulevard and Airport Drive Inland Empire	Level of Service E	Level of Service E Level of Service C

TABLE INF-3
PROJECTED CAPACITY DEFICIENCIES
(YEAR 2000)
(Continued)

STREET LOCATION	LOCATION FROM/TO	LEVEL OF SERVICE BASED ON 1982 MASTER PLAN OF STREETS	LEVEL OF SERVICE BASED ON 1991 MASTER PLAN OF STREETS
Milliken Avenue	Inland Empire Fourth Street	Level of Service F	Level of Service C
Milliken Avenue	Jurupa Street Airport Drive	Level of Service D	Level of Service D
Fourth Street	Campus Avenue Grove Avenue	Level of Service E	Level of Service E
Fourth Street	Grove Avenue San Bernardino Fwy	Level of Service F	Level of Service C
Holt Boulevard	Benson Avenue Grove Avenue	Level of Service E	Level of Service B
Holt Boulevard	Euclid Avenue Campus Avenue	Level of Service F	Level of Service D
Campus Avenue	Fourth Street Holt Boulevard	Level of Service D	Level of Service D
Mission Boulevard	Euclid Avenue Benson Avenue	Level of Service D	Level of Service D

Source: Korve Engineering

Recommended Street System: The recommended Street Classifications are shown in Figures INF-5 and INF-6. The principal north-south arterial roadways remain Mountain Avenue, Euclid Avenue, Campus Avenue (between Holt Boulevard and Riverside Drive), Grove Avenue (between Holt Boulevard and Riverside Drive), Vineyard Avenue (between Mission Boulevard and the Pomona Freeway), Archibald Avenue, Haven Avenue, Milliken Avenue, and Etiwanda Avenue.

Figures INF-5 and INF-6 are for illustrative purposes only. The official map is a map entitled "City of Ontario Master Plan of Streets and Highways", copies of which are available in the Planning and Engineering departments.

Principal east-west arterial roadways are Fourth Street, Inland Empire Boulevard, Holt Boulevard, Airport Boulevard, Mission Boulevard, Jurupa Street, Francis Street, Philadelphia Street, and Riverside Drive.

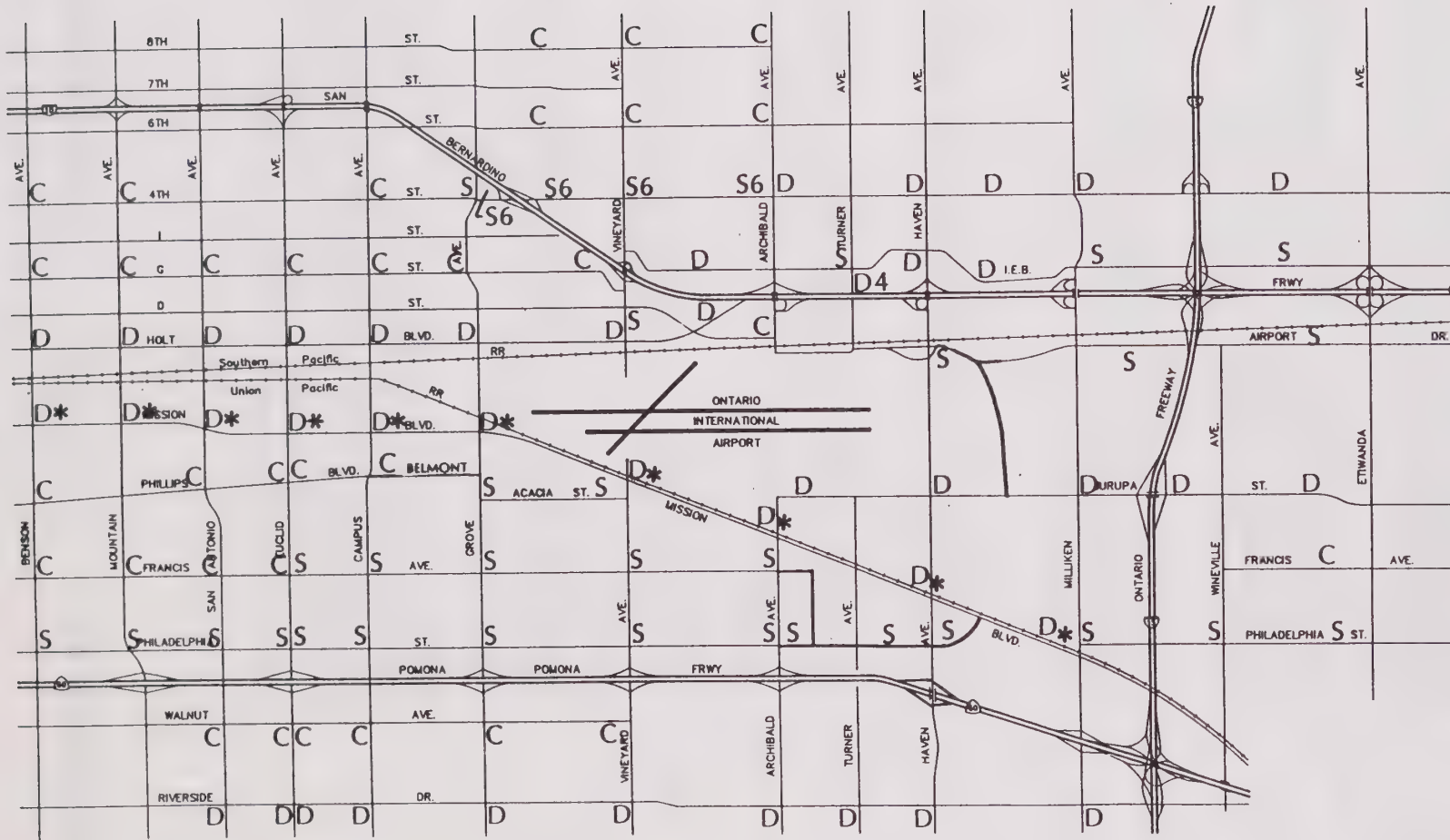
GOAL 11.0: Provide adequate transportation facilities throughout the City consistent with the Land Use Element of the General Plan.

Policy 11.1: Complete and implement a comprehensive, multi-model City Traffic Model to provide the basis for ongoing transportation planning in the City and for justifying exactions.

Policy 11.2: Require that new development be consistent with the provisions of the Countywide Congestion Management Program.

Policy 11.3: Support the establishment of Transportation Management Associations (TMAs) in concentrated areas of employment in the City.

Policy 11.4: Promote the development of a People Mover system in the City and explore the feasibility of linking such a system with other regional transportation systems. This system is expected to center around Ontario International Airport and future development in that area will be structured to allow for the future construction of such a facility.

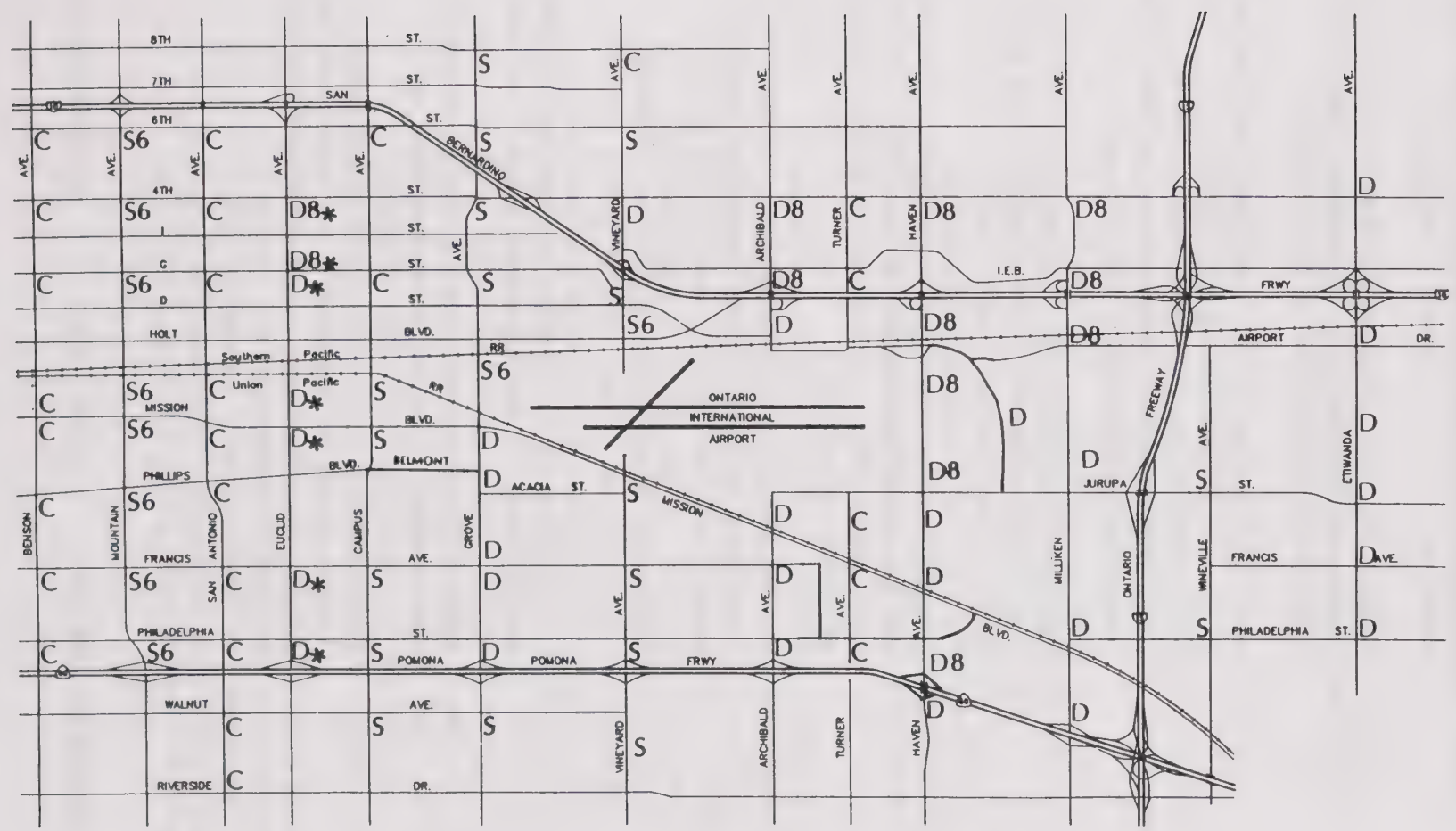


- D Divided Arterial
- S Standard Arterial
- C Collector Street
- * Scenic Highway

Note: Numerals indicate number of lanes.

Figure INF-5
Recommended
Street
Classifications of
Streets and
Highways East/
West Arterials

8-29



- D Divided Arterial
 - S Standard Arterial
 - C Collector Street
 - * Scenic Highway
- Note: Numerals indicate number of lanes.

Figure INF-6
Recommended
Street
Classifications of
Streets and
Highways North/
South Arterials

GOAL 12: Provide a system of streets that meets the needs of current and future residents of Ontario and facilitates the safe and efficient movement of people and goods throughout the City.

Policy 12.1: Discourage direct driveway access to arterial roadways.

Policy 12.2: Maintain at least a Level of Service D for roadway segments and at least Level of Service E for intersections on all streets whenever possible.

Policy 12.3: Maintain and rehabilitate roadways as necessary to preserve City streets and thoroughfares.

Policy 12.4: Pursue funding for transportation improvements from federal and state sources.

Policy 12.5: Analyze cost/benefit ratios (measured in terms of expenditure vs. reduced delay) in determining future publicly financed street improvements.

Policy 12.6: Institute all practical transportation system management solutions (e.g., lane restriping, elimination of on-street parking) before expending public funds to acquire additional right-of-way.

Policy 12.7: Maintain and improve circulation to and from Ontario International Airport by carrying out the recommendations of the Ground Access Study.

Policy 12.8: Update the Master Plan of Streets.

GOAL 13.0: Work with other agencies and jurisdictions to control traffic growth and congestion on a regional level.

Policy 13.1: Coordinate with Caltrans to ensure that right-of-way is protected for future freeway widenings.

Policy 13.2: Monitor traffic growth around freeway interchanges to determine the need, timing and design for ramp improvements and additional right-of-way needs at freeway interchanges.

Policy 13.3: Actively support the County's Congestion Management Plan through participation on appropriate SANBAG committees.

Policy 13.4: Support and implement locally applicable portions of the Regional Mobility Plan and Air Quality Management Plan.

Policy 13.5: Coordinate the development of Ontario's circulation plan with adjacent cities and regional agencies.

SPECIAL STUDIES:

It is recommended that the following Special Studies be conducted to evaluate in greater detail certain issues raised at a general level in this General Plan Update:

- **Mountain Avenue Corridor Study:** A study focusing on traffic projections, lane needs, and intersection configurations along Mountain Avenue between the San Bernardino and Pomona Freeways, to determine the feasibility of increasing the number of traffic lanes from four to six, and of improvements at the interchange with I-10.
- **North Grove Avenue/Euclid Avenue Corridor Study:** A study of traffic projections, right-of-way availability and geometric needs, along Grove Avenue between Holt Boulevard and Eighth Street to determine the feasibility of upgrading from a Collector to an Arterial Roadway. Also to evaluate the feasibility of upgrading Fourth Street between Grove Avenue and the I-10 Freeway to an Arterial Roadway, and potential improvements to the Fourth Street interchange with I-10, and the potential need for six lanes between G Street and Fourth Street. This study should also address the feasibility and need for eight lanes on Euclid Avenue between G Street and I-10, and methods to minimize traffic intrusion into the residential neighborhoods between Euclid and Grove north of downtown, and reduce traffic volumes on Campus Avenue.
- **North Airport Area Study:** A study of the area bounded by Vineyard Avenue, Fourth Street, Haven Avenue and Airport Boulevard, to provide a detailed analysis of planned land uses, traffic projections, roadway capacity needs, and intersection configurations. The study should

explore the potential for new roadway capacity such as secondary roadway overcrossings to the I-10 Freeway and the Southern Pacific railroad; potential improvements to provide through east-west connections (e.g. G Street across I-10 and Vineyard, and Inland Empire Boulevard under I-10 to Holt Avenue) to reduce traffic volumes on the Archibald and Haven Avenue overcrossings to I-10; and the potential for transit service and a People Mover system to reduce vehicle trips into the area.

Airport Drive between Grove Avenue and Haven Avenue is designated as a six lane divided arterial on the ONT Airport Master Plan. A license agreement will be entered into by the City of Ontario and Department of Airports for joint operation and maintenance responsibilities for the use of Airport Drive as a highway and utility corridor. During the design and construction phase, City of Ontario standards will be used as much as possible to provide a smooth transition from the public road system to ONT Airport circulation roads and parking lots, and back to the public roads.

- **East Ontario Circulation/Access Study:** A study of the areas covered by the Ontario Center, California Commerce Center, and Vintage Industrial Park, to determine projected traffic volumes and roadway capacity needs primarily on Haven and Milliken Avenues, but also to determine more accurately the need for secondary local circulation including connecting Arterials and/or Collectors, and additional overcrossings to the freeways and railroad lines. The study should also explore the feasibility of improving east-west arterial connections across Mission Boulevard, in the Jurupa Street/Acacia Street, and Francis Avenue corridors, to improve east-west circulation south of the airport.

The City should also, as a key priority, initiate the development and application of a comprehensive citywide travel demand forecasting model to provide the basis for the above-mentioned Special Studies, and for ongoing transportation planning in the City.

Freeways

The recently-enacted Measure I Sales Tax Program in San Bernardino County identifies and funds certain freeway improvement projects through the City of Ontario. These

essentially comprise the widening by one lane in each direction (with possible dedication to HOV) of the San Bernardino and Pomona Freeways. The City should continue to coordinate with Caltrans to ensure that right-of-way is protected for these future freeway widenings. The City should also monitor traffic growth around freeway interchanges to determine the need, timing, and design for ramp improvements and additional right-of-way needs at freeway interchanges.

Driveway Access Guidelines

Direct driveway access to arterial roadways should be discouraged. Wherever possible, driveway access should be to collector or local streets. Shared driveway access between adjacent properties should be encouraged to reduce the number of access points. Where possible access should be located opposite existing or planned access points on the opposite side of the street.

Final driveway access locations and design should be determined by local studies at the time development occurs, and will depend on the nature of the driveway (full movement, median break, right-turn only, etc.). The following general guidelines should prevail where possible, however.

Where access must be granted to an arterial, access should be limited to one point per 300 feet of frontage, or one point per parcel with less than 300 feet of frontage. Distances between access points, driveways, and/or median openings, along arterials should be a minimum of 300 feet. Access points should be located, where possible, a minimum of 200 feet away from curb returns at intersections on collector or wider streets. Exceptions to these guidelines should require approval of the City Planning and Public Works Departments.

Transportation Advisory Committee

The City of Ontario has created a Transportation Advisory Committee (ONTRAC) which assesses the economic, environmental and social adequacy of the City's transportation system and recommends short and long range goals and objectives. The committee has five members appointed by the City Council. ONTRAC covers all the elements of the Circulation Component.

PUBLIC TRANSIT

Current Transit Service

Bus Service

Bus transit service to Ontario is provided by Omnitrans and the Southern California Rapid Transit District (RTD). The Omnitrans routes are:

- Route 61 - Chaffey College to Ontario
- Route 62 - Upland to Chino
- Route 64 - Upland to Chino
- Route 65 - Ontario to Chino Hills

These bus lines provide transit access from adjacent cities to Ontario and all converge in downtown Ontario on D Street between Euclid Avenue and Sultana Avenue. These routes are oriented primarily to the residential neighborhoods in the western part of the City.

The RTD routes are both express lines:

- Route 484 - Los Angeles CBD to Ontario Airport
- Route 496 - Los Angeles CBD to Riverside/San Bernardino

Both RTD lines serve Ontario International Airport, with Route 484 running along Holt Avenue (and also serving downtown), and Route 496 running primarily along the San Bernardino Freeway.

Future Transit Service

As the City of Ontario continues to develop, transit service expansion should be actively pursued to provide an alternative means of travel to the automobile. The City should work with Omnitrans and SCRTD to develop additional routes and service for both local and regional service. Also, the City should maintain a close relationship with the regional transit planning organizations, such as the San Bernardino Association of Governments, and ensure its active participation in the regional transit planning process.

New local service routes should be considered that link the residential areas in the west of the City with the newly developing job centers in the eastern parts of the City, using corridors such as D Street/Guasti Road, and Fourth Street/Inland Empire Drive. Local service should also be developed to link the newer residential areas in the south of the City such as Creekside and the Archibald Ranch, to the Ontario Center, North Airport, and downtown areas via Haven Avenue, Archibald Avenue, and Walnut Street.

Improved connections to existing regional bus service, as well as new regional express bus service, should be considered by both RTD and Omnitrans to serve the higher density employment areas of North Airport and the Ontario Center, using Guasti Road, Inland Empire Boulevard, and Fourth Street. Local and regional bus service should be provided to the expanded Ontario International Airport. Local transit service may need to be provided in the I-10 corridor between the Ontario Center and the North Airport area, to connect the developing commercial, office, hotel, and airport uses. Initially these connections could be served by shuttle buses although in the longer term fixed guideway and automated people mover technologies may also need to be considered.

New development projects should pay particular design attention to incorporating transit access to encourage and facilitate the use of transit.

TRANSPORTATION DEMAND MANAGEMENT

The City should establish a Transportation Demand Management Program with the goal of reducing vehicle trips to and from land uses within the City, and particularly focusing on the reduction of drive-alone vehicle use in work commuting. The program should set the overall policy and goals for trip reduction measures within the City, and require new developments to implement programs and measures to ensure compliance with those goals, such as preferential parking for carpools and vanpools, flex-time work hours, compressed work week, distribution of information about ridesharing and transit services, and the formation of commercial and industrial transportation management associations.

The TDM measures and goals should be coordinated with future infrastructure designed to support such measures, such

as HOV lanes, transit services, and park-and-ride facilities, and should be supportive and compatible with regional vehicle trip reduction goals and programs such as AQMD Regulation XV. A related discussion is included in Section 5.2 on page 5-4.

GOAL 14.0: Reduce the number and distance of home to work trips, increase vehicle occupancy and maximize use of existing facilities through demand management.

Policy 14.1: A traffic impact analysis shall be prepared for all new development projects greater than 10,000 gross square feet. If needed, financing plans for circulation improvements shall be developed as part of this analysis.

Policy 14.2: As part of a comprehensive trip reduction ordinance, define standards and requirements to promote reliance on alternative methods of commuting other than single occupant vehicles. This effort can be accomplished by transportation demand management and other techniques, programs, and provisions applied to new development within the City of Ontario.

BICYCLE AND PEDESTRIAN FACILITIES

Bicycle Facilities

The bicycle has become a viable and attractive alternative mode to the automobile for many people, particularly for short and intermediate distance trips. Bicycle riding should be encouraged within the City of Ontario through the provision of a safe and efficient network of bike paths and bike lanes, particularly in newly developing areas. The Ontario Bikeway System is shown on Figure AC-4 on page 6-17.

To further support bicycle use, new commercial developments should also include provisions for bicycle parking and storage, including bicycle racks and/or stands in both public and private parking lots. Major employment developments should also be encouraged to install shower facilities for employees.

Pedestrian Facilities

Walking is also an important travel mode that needs to be provided for in the City. Walking is often the fastest,

cheapest, and most convenient mode of travel for short trips, particularly in mixed use developments and Central Business Districts. In residential areas walking is also often a recreational activity. The City's General Plan should help provide for a safe, convenient and amenable pedestrian environment. This includes the provision of adequate sidewalks, pedestrian traffic signals at busy traffic locations, and pedestrian paths and connections within and between developments.

Pedestrian facilities should particularly be considered in new developments, to include pedestrian pathways in new residential developments and pedestrian plazas and connections in new employment centers. These latter are particularly important in conjunction with transit and carpool programs which encourage employees to leave their automobile at home, and thus need convenient pedestrian linkages to facilities near their work locations.

GOAL 15.0: Support and pursue transit service expansion and other alternatives to automobile travel, including pedestrian and bicycle facilities.

Policy 15.1: Actively encourage development of rail passenger stations within the County by working with the San Bernardino Association of Governments, the Los Angeles Transportation Commission, and other local jurisdictions.

Policy 15.2: Require new development to fund transit facilities, such as bus shelters and turnouts, where feasible.

Policy 15.3: Include pedestrian facilities in new developments where possible, especially pedestrian pathways in new residential developments and pedestrian plazas and connections in new employment centers where such plazas and connections can effectively reduce automobile travel.

Policy 15.4: Encourage bicycle riding through provision of a safe and efficient network of bike paths and bike lanes, particularly in newly developing areas.

Policy 15.5: Require provision of an accessible and secure area for bicycle storage at all new commercial and industrial developments.

TRANSPORTATION TERMINALS

Buses

There are no bus terminals in the City of Ontario, either for intercity or local bus service, and none are currently planned. As the City continues to grow, however, the potential and opportunities for transit terminals should be constantly re-evaluated, particularly in conjunction with large development projects.

For example, Omnitrans bus lines currently converge on downtown Ontario, and particularly along D Street between Euclid Avenue and Sultana Avenue. If additional lines are added and/or service frequency increased, there will be an increasing need for coordination of transfer locations and timed transfers for convenience of passengers. The potential for developing a transit center or transit street in the CBD should be monitored over time for need and suitability.

As the Airport expands there will be an increasing need and potential for transit use and terminal/interchange activities. Both regional services for airport passengers and local services for airport employees should be routed via the Airport. Bus transfer facilities, bus loading bays, along with other terminal facilities should be an integral part of the expanded Airport.

Finally, as regional networks of HOV lanes develop using freeway medians, the opportunities to provide Park & Ride Lots near interchanges along the I-10 and State Route 60 Freeways should be explored to support regional ridesharing programs. These Park & Ride Lots should also provide areas for pick-up and drop-off of express bus passengers.

Rail

There are currently no rail terminals in the City of Ontario. A train terminal is planned on the Southern Pacific Railroad at the old train station at Lemon Avenue and Transit Street. The plan for a station, for regional transportation, is currently being coordinated between AMTRAK and the City Redevelopment Agency. A second platform for commuter usage is also planned for an adjacent location on the Union Pacific tracks (near Euclid and State). Shuttle bus service is also anticipated which would connect these two platforms to Ontario International Airport.

The California-Nevada High Speed Train Commission is conducting planning studies for a station in Ontario on the High Speed Train line it plans to build from Las Vegas to Anaheim in Orange County. They are focusing studies on a station site near the interchange of the I-10 and I-15 Freeways. This would constitute a major regional intermodal transit terminal, with a considerable amount of parking for train passengers. Roadway access to the station should be carefully planned, and both regional and local bus transit linkages provided. Connections to AMTRAK passenger service could also be provided.

Other Modes

The City should consider the potential for providing a fixed guideway high capacity transit link, such as a people mover, between the High Speed Train Station and the Ontario Airport, and the extent to which such a system could also serve other transportation terminals (such as a downtown rail station) as well as other areas of high density development along the way. In the shorter term, more conventional modes such as shuttle buses should be explored as a method for initiating such connections.

GOAL 16.0: Utilize transportation and circulation improvements to support revitalization of downtown Ontario.

Policy 16.1: Maintain on-street parking along Euclid Avenue.

Policy 16.2: Explore the feasibility of developing a transit center or transit street in the Town Center as development in the area intensifies.

Policy 16.3: Coordinate plans with the City's Redevelopment Agency and regional transportation agencies to develop a Multi-Modal Transportation Center in Downtown Ontario in the area bounded by the Southern Pacific and Union Pacific Railroad tracks, and between Euclid Avenue and Sultana Avenue. The Downtown Multi-Modal Transportation Center should be developed to serve Metrolink commuter rail, AMTRAK, OMNITRANS public transit, and other public and private transportation modes.

Policy 16.4: Explore the feasibility of establishing a light rail transit linkage between Ontario International Airport and the Town Center.

Railroads

Two major rail lines pass through the City of Ontario. Both lines run in an east-west direction. In the western part of the City, both lines run parallel to each other between Holt and Mission Boulevards. At Campus Avenue the lines diverge, with the Southern Pacific line running along the north side of the Airport property immediately north of Airport Boulevard, and the Union Pacific line running along the south side of the Airport immediately to the north of Mission Boulevard.

There are currently approximately 31 trains per day through the City of Ontario on the Southern Pacific tracks, and about 18 trains per day on the Union Pacific line. Rail passenger service through the City is limited to one AMTRAK train per day, which does not presently stop in Ontario.

At the west end of the City, both lines are grade separated from the arterial roadways of Mountain and Euclid Avenues. East of Euclid Avenue, the Southern Pacific line is grade separated at Grove Avenue and Haven Avenue, but at-grade crossings remain at Vineyard, Archibald, Milliken and Turner Avenues. East of Euclid Avenue the Union Pacific line runs entirely at grade with grade crossings at Grove, Vineyard, Archibald, Haven, and Milliken Avenues.

Future grade separations are planned by the City at Archibald Avenue with the Southern Pacific line, and at Grove Avenue, Archibald Avenue and Haven Avenue with the Union Pacific railroad. Grade separations may eventually be required at other locations, such as Archibald and Milliken Avenues at the Union Pacific Railroad crossing and for Milliken Avenue at the Southern Pacific crossing.

A Santa Fe line runs parallel to and north of Eighth Street through Upland, Rancho Cucamonga and along the northernmost boundary of Ontario.

The I-15 corridor is a candidate alignment through Ontario for the proposed California-Nevada High Speed Train, with a possible station site near the interchange of the I-10 and I-15 freeways. This line would provide high speed train service from Ontario to Las Vegas and to Anaheim, and while currently in the early planning stages the City should actively participate in the planning process to ensure adequate coordination and linkages to local transit service and roadway access to the station site.

The Southern California Regional Rail Authority (SCRRA), a five-county joint powers authority, is responsible for planning METROLINK, a 450 mile commuter rail system throughout Southern California. This system will provide commuter rail service between Riverside and Los Angeles through Ontario. Potential stations can be located in the eastern part of the City to serve the airport and various employment centers located in that sector of the City coinciding with the airport expansion and ground access improvements. Metrolink is planned to serve the future Downtown Multimodal Transportation Center. The San Bernardino Association of Governments, through the SCRRA, owns Southern Pacific right-of-way and is presently negotiating the purchase of an operation agreement for the Santa Fe railroad right-of-way with the intent of expanding commuter rail service between San Bernardino and Los Angeles. The City should support this concept and coordinate with both regional agencies and local jurisdictions to develop potential rail passenger stations on the section of line just north of Ontario along Eighth Street in Upland and Rancho Cucamonga. Potential stations locations would be at Euclid Avenue in Upland, or at Vineyard or Archibald in Rancho Cucamonga with shuttle connections to Ontario International Airport.

ONTARIO INTERNATIONAL AIRPORT

Ontario International Airport (OIA) is situated on about 1,460 acres, south of the San Bernardino Freeway between Grove Avenue and Haven Avenue, about two miles east of the City's central business district. The airport is operated by the City of Los Angeles Department of Airports, and serves commercial passenger service, general aviation, and air freight activities. The main passenger terminal, along with other aviation facilities are located on the north side of the airport, with access from Vineyard Avenue. Air freight and aviation support activity are located on the southern margin of the airport, with access provided by Vineyard Avenue from Mission Boulevard. A U.P.S. facility is located near the airport. A California Air National Guard building, and the airport control tower, are also located on the south side of the airport with access from Archibald and Jurupa.

There is a Master Plan to expand the airport to handle 12 million passengers per year by 1995, involving relocation of the passenger terminal to the east, and comprehensive ground access improvements. The Ontario International Airport

Ground Access Program utilizes an extensive public/private cooperative financing partnership. The program is providing in excess of \$101 million of highway transportation infrastructure projects in concert with the planned \$200 million terminal expansion at Ontario International Airport.

The State of California Department of Transportation, as a condition of approval for the airport terminal expansion, required improved ground access facilities to accommodate the projected increase in traffic resulting from the airport expansion and from adjacent development of Airport related activities.

The program consists of five freeway interchange projects, four highway-railroad grade separations projects, and over 11 miles of major arterial highway construction around all sides of Ontario International Airport.

The program's initial funding began late in 1986 with the allocation of \$4.0 million in Federal Continuing Resolution funds, since reduced to \$2.45 million. Additional funding with \$14.5 million of Federal Demonstration Grant funds and \$8.7 million of Secretary of Transportation Discretionary funds was obtained under the Transportation and Uniform Relocation Assistance Act of 1987. The current Federal support of \$25.65 million has been leveraged with both local public and private funding of \$65.78 million. To successfully complete a comprehensive ground access program, an additional \$10.0 million in Federal funds is needed to cover the shortfall. If obtained, the total Federal contribution to the program will be \$35.65 million or 35.1% of the total program cost.

The program is projected to occur over a five-year period. All projects are currently in environmental reviews, design, or actual construction.

The traffic forecasts prepared for this Circulation Component include this expansion of the airport. The Final EIR for Ground Access and Terminal Expansion for the Ontario International Airport identifies the ground access plan, the main features of which call for the relocation of the main entrance to the airport to Archibald Avenue, improvements to Archibald Avenue, Grove Avenue, Haven Avenue, Airport Boulevard, and Jurupa Street, upgrades to freeway interchanges at Archibald, Haven, and Jurupa, and a new interchange at Haven Avenue and the Pomona Freeway.

While some of the design details of these improvements are still under study, the City Circulation Component as currently proposed is consistent with, and includes all of, the components of the ground access plan for the airport expansion.

TRUCKS

The significant amount of industrial park uses planned for the eastern part of Ontario, along with the expanded Airport, will all generate substantial amounts of truck traffic. Much of this traffic will be destined to and from the freeway system. The Circulation Component will accommodate these truck traffic demands by the provision of Divided Arterial Roadways in the eastern part of the City with geometric dimensions to accommodate turns and maneuvers by large trucks, and interchanges between these arterials and the freeways. The City also provides for the adequate movement and restriction of truck traffic in that specific truck routes within the City are adopted by City ordinance on a case by case basis when needed.

GOAL 17.0: Unify the various travel modes to provide efficient and effective mobility options to residents and business concerns in the City.

Policy 17.1: Develop a comprehensive Transportation Mobility Plan to improve the movement of pedestrians, bicyclists, public transit, truck and automobile, freight, passenger rail, etc., within the City and region.

Policy 17.2: Integrate the Transportation Mobility Plan with the Congestion Management Planning process to identify and develop necessary transportation services, and assist land-use and urban design decision making.

Policy 17.3: Support the creation of a Transportation Management Association (TMA) in the Ontario International Airport area as a method to develop and promote alternative travel modes.

GOAL 18.0: Promote rail service opportunities in industrial areas.

Policy 18.1: Through a study, assess the feasibility of promoting future rail service in areas planned for industrial uses. Such study can serve as the basis for a new Master Plan of Railroads or be included in the Transportation Strategic Plan for Ontario.

ONTARIO

GENERAL PLAN • 1992

9.0 HOUSING ELEMENT

State law requires that each jurisdiction include a Housing Element as part of its General Plan. The Housing Element must include an analysis of current and projected housing needs of all economic segments of the community; an evaluation of current and potential constraints to meeting those needs; and an assessment of the availability of land suitable for residential use. Goals, policies and implementation measures that will address identified needs are developed as part of the Housing Element.

The law recognizes that housing need may exceed available resources, often due to lack of public funding sources. Therefore, identified need in Ontario may not match existing and projected housing need, but must demonstrate a "good faith" effort to provide housing for all economic segments of the community.

9.1 INTRODUCTION

Organization of the Element

The first part of the element is called the technical report, which provides an overview of the population, socio-economic, and housing characteristics of Ontario and its immediate vicinity. This report will serve to define the goals, policies and implementation measures needed to help the City meet its housing need.

Goals, policies and implementation measures are found in the second part of the Housing Element. This section also includes a discussion of the accomplishments of the existing housing element.

Sources of Information

Several sources of information have been used in the Housing Element to assess demographic changes in Ontario. Data from the 1980 Census and the City's 1984 Housing Element were used as the basis for comparison for much of the data in this report. Current data on population and housing units were obtained from the State Department of Finance, the Southern California Association of Governments, and from city records and reports. Current and projected demographic

and household information have been obtained from estimates prepared by Urban Decision Systems. Information from the Redevelopment Agency's *Housing Strategy Report for the City of Ontario* prepared by Caine Kressel Midgley Slater was also used for this element.

In addition to the above sources of data, a mailed questionnaire was sent to 5,000 Ontario households in April, 1989. While the responses received may not be representative of all households in Ontario, some of the data were used to provide updated information on the city's population.

Location and Setting



The City of Ontario is located in the western portion of San Bernardino County (Figure HO-1). Surrounded by the cities of Chino, Montclair, Upland, Rancho Cucamonga and Fontana, Ontario is part of the fast-growing Inland Empire. Incorporated in 1891, Ontario has both older, established residential neighborhoods as well as newer housing tracts.

Relationship of the Housing Element to Other General Plan Elements

Concurrent with this update of the City's Housing Element, the Ontario General Plan is undergoing a comprehensive update. A major purpose of the updated General Plan is to achieve internal consistency among all elements. Together these elements will provide the framework for development of those facilities, services and land uses necessary to address the needs and desires of City residents.

By undertaking a comprehensive update of the City's General Plan, background information and policy direction presented in one element is also reflected within other Plan elements. For example, residential development capacities established in the Land Use Element and constraints to housing development identified in the Hazards Element are incorporated within the Housing Element. The Housing Element is thus interrelated with the other General Plan elements, and is entirely consistent with the policies and proposals set forth by the Plan.



 North

 scale in miles

City of Ontario

Figure HO-1
Regional Location Map

Public Participation

The public plays an important role in both the preparation and implementation phases of the General Plan, including the Housing Element. Because the General Plan reflects community goals and objectives, citizens must be involved with issue identification and goal formulation. Ontario provided for the participation of the public, various civic and professional organizations, and outside agencies as the plan evolved.

During the issue identification phase of the plan process, a questionnaire was distributed to a sampling of 6,000 households and businesses in the City. Citizens groups and individuals actively participated in preparation of the General Plan through a series of General Plan Advisory Committee (GPAC) meetings and workshops. Members of the GPAC were chosen from a variety of interest groups and geographical areas of Ontario. The dedication of GPAC members as well as their diversity of interests, knowledge and concerns about the City enables this plan to represent all segments of the City.

Finally, the Draft General Plan and its supporting documents underwent rigorous review at public hearings held before the City of Ontario Planning Commission and City Council. Appointed and elected officials heard public testimony concerning the adequacy of the General Plan and its responsiveness to local issues.

9.2 POPULATION CHARACTERISTICS AND TRENDS

Population Growth

Southern California, which includes Imperial, Orange, San Diego, Riverside, San Bernardino, Los Angeles, Ventura, and Santa Barbara counties experienced a population increase of approximately 4,800,000 between 1970 and 1988. As shown in Table HO-1, San Bernardino County had the second highest percent increase in population between 1970 and 1988.

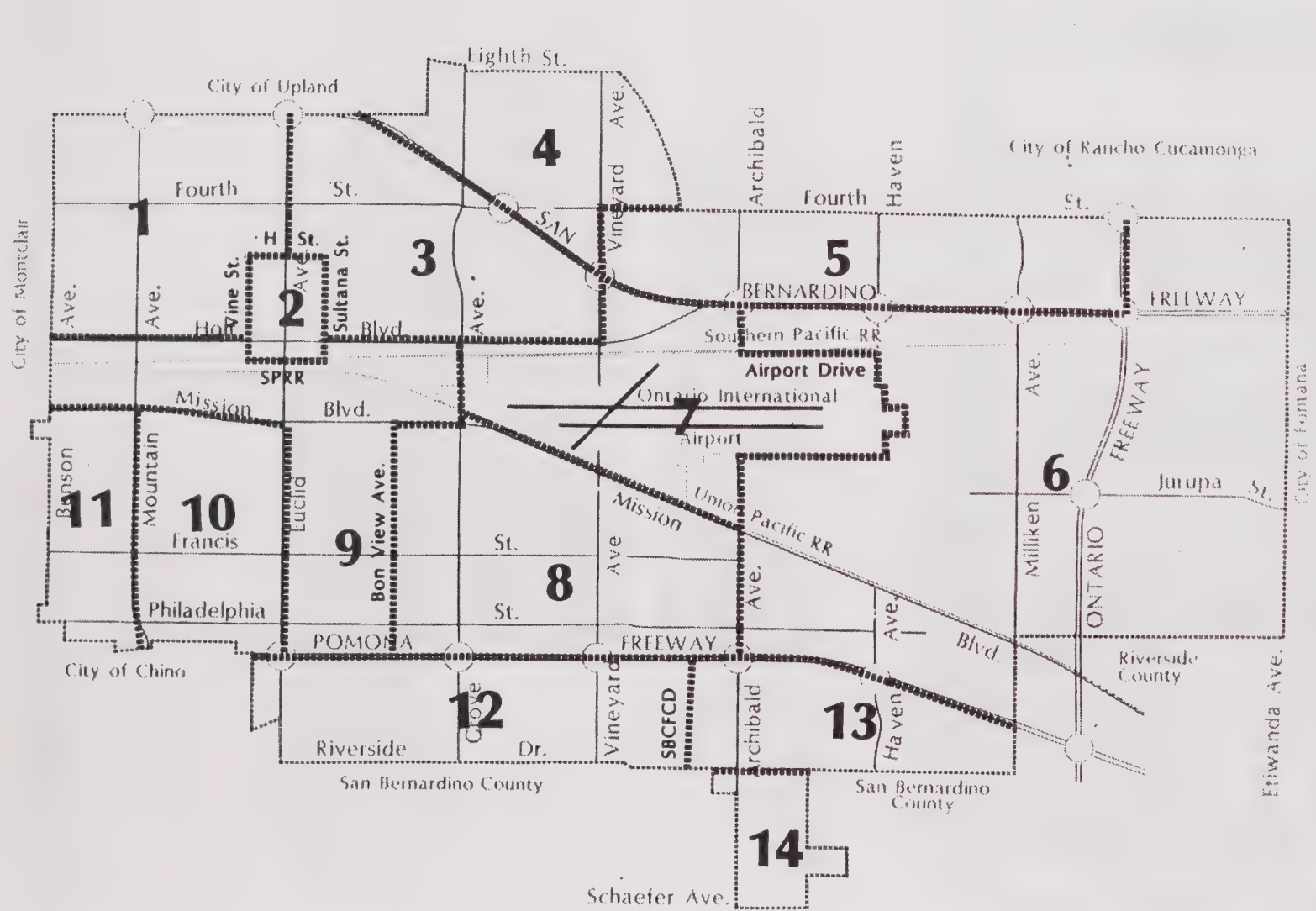
TABLE HO-1
REGIONAL POPULATION GROWTH: 1970-1988

COUNTY	POPULATION			CHANGE 1970 - 1988	
	1970	1980	1988	Number	%
Imperial	74,492	92,110	111,105	36,613	+ 49.2
Los Angeles	7,032,075	7,477,503	8,555,937	1,523,862	+ 21.7
Orange	1,420,386	1,932,708	2,238,721	818,335	+ 57.6
Riverside	459,074	663,166	946,074	487,000	+106.1
San Bernardino	684,072	895,016	1,239,967	555,895	+ 81.3
San Diego	1,357,854	1,861,846	2,327,684	969,830	+ 71.4
Santa Barbara	264,324	298,694	345,003	80,679	+ 30.5
Ventura	376,430	529,174	637,407	260,977	+ 69.3
TOTAL	11,668,707	13,750,217	16,401,898	4,733,191	+ 40.6

Source: U.S. Department of Commerce, Bureau of the Census, 1980 Census Report; California Department of Finance, Controlled Population Estimates for 1/1/88.

Of the Southern California counties, Riverside and San Bernardino counties are the fastest growing. In San Bernardino County, this population growth has been centered in the western portion of the county, close to employment centers in Los Angeles and Orange counties.

With a population as of January 1, 1989 of 124,260, Ontario has the second largest population in the county next to the City of San Bernardino. The population in Ontario increased by an estimated 40% between 1980 and the end of 1988, at an average annual growth rate of 4.4%. A comparison of Ontario's population with adjacent municipal jurisdictions as well as with the City of San Bernardino is presented on Table HO-2. Ontario's population is concentrated in the northwest, southwest and southeast portions of the city in Community Planning Areas 1, 3, 4, 9, 10, 11, 12, 13 and 14 (see Figure HO-2).





-  Community Planning Areas
-  Community Planning Area Number

Figure HO-2
Community
Planning Areas

CITY of ONTARIO




TABLE HO-2
POPULATION TRENDS: ONTARIO AND SURROUNDING AREAS

JURISDICTION	1980(a)	1989(b)	% INCREASE
Chino	40,165	56,755	41%
Fontana	37,111	77,971	110%
Montclair	22,628	25,802	14%
Ontario	88,820	124,260	40%
Rancho Cucamonga	55,250	104,727	90%
San Bernardino City	117,490	153,660	31%
Upland	47,647	63,948	34%

Source: (a)1980 U.S. Census

(b)State Department of Finance, Controlled Population Estimates for 1/1/89

The Southern California Association of Governments (SCAG) Draft Growth Management Plan shows population growth projections for the West San Bernardino Valley, which includes Ontario. The total population for this subregion is anticipated to increase by 70 percent (from 504,700 in 1988 to 858,200 in 2010). Averaging this increase between 1988 and 2010 yields an annual percent increase for the subregion of approximately 3 percent. However, the 3 percent increase is not applicable to individual jurisdictions within the subregion. This is due to a differential rate of growth within the region related to land availability (e.g., between 1980 and 1988 Rancho Cucamonga grew by 90% and Fontana by 110%, see Table HO-2). While both Rancho Cucamonga and Fontana still (1989) include extensive vacant residentially designated areas, development in Ontario over the last several years filled much of the remaining residentially designated land. A comprehensive discussion of the City's residential development potential is found in Section 9.6 Housing Opportunities of this report.

Age Characteristics

The median age is projected to increase slightly (from 26.5 to 27.6) between 1980 and 1993 (Table HO-3). Those in the 35-44 age group are projected to show a significant increase between 1988 and 1993. By 1993, 80 percent of the population is projected to be under the age of 44 (36 percent of these will be

in the 25-44 age groups). These increases could be due to the surge of young families with children moving to the West San Bernardino Valley area seeking housing that is more affordable than that of Los Angeles or Orange counties.

TABLE HO-3
CITY OF ONTARIO
AGE CHARACTERISTICS OF THE POPULATION
1980, 1988 AND 1993 (Estimated)

AGE RANGE	1980(a)		1988(b)		1993(b)		% INCREASE 1980-1993	% CHANGE* 1988-1993
0-5	11,221	13%	17,396	14%	20,040	14%	79%	1%
6-13	12,419	14%	17,396	14%	20,040	14%	61%	0%
14-17	5,809	7%	6,213	5%	6,599	5%	14%	-2%
18-20	4,586	5%	4,970	4%	5,368	4%	17%	-1%
21-24	7,424	8%	8,698	7%	9,211	7%	24%	-1%
25-34	18,127	20%	28,580	23%	30,666	22%	69%	2%
35-44	9,149	10%	16,154	13%	19,789	14%	116%	4%
45-54	7,175	8%	8,698	7%	11,046	8%	54%	0%
55-64	6,358	7%	7,456	6%	7,493	5%	18%	-2%
65+	6,553	7%	8,698	7%	9,594	7%	46%	0%
TOTAL	88,820	100%	124,261	100%	139,846	100%	57%	
Median Age		26.5		27.7		27.6		

*Change as a percentage of total population

Source: (a) 1980 U.S. Census

(b) Urban Decision Systems, Cotton/Beland/Associates, Inc. (1988 estimates corrected for 1/1/89 Department of Finance counts)

Race and Ethnicity

Table HO-4 shows projected changes in the racial and ethnic composition of Ontario's population between 1980 and 1993. A slight decrease in those reporting themselves as white is projected, with a corresponding increase in those of other races. The white population is expected to comprise almost 90 percent of the 1993 population. Those of Spanish/ Hispanic descent are and will continue to be the largest ethnic population, ranging from 27 percent in 1980 to an estimated 33 percent in 1993.

**TABLE HO-4
CITY OF ONTARIO
RACE AND ETHNICITY: 1980, 1988 AND 1993**

RACE/ ETHNICITY	1980(a)		1988(b)		1993(b)		% INCREASE 1980-1993	% CHANGE 1980-1993(c)
White(c)	72,689	82%	113,077	91%	125,861	90%	73%	8%
Black	3,043	3%	6,213	5%	8,391	6%	176%	3%
Amer. Ind.	796	1%	1,243	1%	1,398	1%	77%	0%
Asian/Pacific Islander	1,349	2%	2,485	2%	2,797	2%	113%	0%
Other(d)	10,943	12%	1,243	1%	1,398	1%	(87%)	(11%)
TOTAL	88,820		124,261		139,846		57%	
Spanish/ Hispanic(c)	24,072	27%	38,521	31%	46,149	33%	92%	6%

Source: (a) 1980 U.S. Census

(b) Urban Decisions Systems, Cotton/Beland/Associates, Inc.

(c) The Spanish/Hispanic population is listed by the Census as a subset of the White population. Persons of Hispanic/Spanish origin may be included in any race/ethnicity category.

(d) Category "Other" for 1980 has been made consistent with current Census definition (i.e., the "American Indian" and "Asian/Pacific Islander" categories have been removed from the "Other" category and shown separately). The category "Other" is established in order to identify the population groups that do not identify with one of these four main race/ethnicity categories (i.e. White, Black, American Indian, Asian, Pacific Islander).

(e) Change as a percentage of total population.

NOTE: Percents do not total to 100 due to rounding.

Employment

Current data on local employment are not available. The most recent employment counts were prepared as part of the 1980 Census.

As illustrated in Table HO-5, approximately 38,724 Ontario residents were employed in 1980 - 93% of the labor force. This level of employment represented a labor force participation rate of 59.7% for males and 40.3% for females. The city had an unemployment rate in 1980 of 6.4%, slightly lower than the countywide rate of 7.4%

Table HO-5 shows the distribution of employment by type of occupation for Ontario residents. Nearly 30% of those employed had positions in technical, sales, or administrative support occupations. The next largest occupation category was operators, fabricators and laborers, with almost 23% of the residents employed in these fields.

TABLE HO-5
INDUSTRY OF EMPLOYMENT FOR ONTARIO RESIDENTS: 1980

INDUSTRY	# OF RESIDENTS	% OF TOTAL
Agriculture, Forestry, and Fishing	886	2.3%
Managerial and Professional Specialty	6,511	16.8%
Technical, Sales and Administrative Support	11,587	29.9%
Service	4,910	12.7%
Precision Production, Craft and Repair	6,082	15.7%
Operators, Fabricators, and Laborers	8,748	22.6%
TOTAL	38,724	100.0%

Source: U.S. Department of Commerce, Bureau of the Census, 1980 Census Report

According to the 1980 Census, almost 36% of the city's work force was employed in Los Angeles and Orange counties, and 23% worked in Ontario. The majority of the remaining residents worked in other parts of San Bernardino County or did not report their place of work. The proportion of those residents working in Los Angeles and Orange counties may have increased between 1980 and 1989, since those employed in these counties have been moving to San Bernardino and Riverside counties, where housing costs are low relative to Los Angeles and Orange counties.

Recently, however, the employment base in San Bernardino and Riverside counties has been expanding, as employers take advantage of availability of labor, access to transportation facilities, and relatively inexpensive land costs. Of those responding to the General Plan questionnaire, 66 percent work within 20 minutes of their homes and 34 percent commute for more than 20 minutes to their place of work^a.

Another measure of the balance of a community's employment opportunities with the needs of its residents is through a "job/housing balance" test. A balanced community would have a match between employment and housing opportunities so that most of the residents could also work in the community. SCAG has identified as a goal for the West San Bernardino Valley subregion an employment to housing ratio of 1.15^b. An employment to housing ratio of 1.15 means that there should be 1.15 jobs for every 1.0 housing units.

The Southern California Association of Governments (SCAG) has projected a substantial increase in the number of jobs per person in Ontario by the year 2000 (Table HO-6). By the year 2000, the number of jobs per capita is estimated to have increased from 0.39 to 0.65. If a job/housing balance of 1.15 is assumed (that is, 1.15 jobs for every housing unit), there should be at least 56,518 jobs within the City by the year 2000. As indicated in Table HO-6, Ontario is projected to

^aThe General Plan Questionnaire (March 1989) was mailed to a random sample of 5,000 Ontario residents and had a response rate of 20%.

^bDraft Growth Management Plan, Southern California Association of Governments, February, 1989.

have 89,592 jobs by the year 2000, putting the number of jobs well over the 1.15 ratio suggested by SCAG.

**TABLE HO-6
CITY OF ONTARIO
EMPLOYMENT PROFILE: 1980-2000**

	1980	1988	2000
Workers Within City	36,267	47,704	56,751
Employment Within City	35,070	44,490	89,592
Retail Employment	4,926	6,381	11,752
Nonretail Employment	30,144	38,109	77,840
Jobs Per Capita	0.39	0.40	0.65

Source: Southern California Association of Governments

9.3 HOUSEHOLD CHARACTERISTICS

Information on Ontario households will provide the basis for analysis of existing and future housing need in the community. The Bureau of the Census defines a household as all persons who occupy a housing unit, which may include single persons living alone, families related through marriage or blood, and unrelated individuals living together. Those living in retirement or convalescent homes, dormitories, or other group quarters are not considered households, as defined by the Census.

Household Composition

Ontario had a total of 29,421 households in 1980. The number of households is projected to increase by 39%, (i.e. 11,360 households between 1980 and 1989). Approximately 21% of these households are one-person households, consistent with the national trend towards the formation of more one-person households.

In 1980, 79 percent of the households in Ontario were family households. Since 1980, the proportion of family households has decreased slightly, but the majority of households are still made up of families (Table HO-7).

Households with unrelated individuals living together decreased from 1,189 to 816 between 1980 and 1989.

Household Size

Household size is an important component of housing need. The size of a particular household may change over time, as new members join the household and others leave. Different household types are continually entering and leaving the city. Each household has certain needs in terms of size and dwelling unit type - needs that may or may not be met by the existing housing types in the community.

The average household size in Ontario has remained a constant three persons per occupied unit over the last eight years (1980 Census, and 1-1-89 State Department of Finance estimates).

TABLE HO-7
CITY OF ONTARIO
HOUSEHOLD TYPE: 1980 AND 1989

HOUSEHOLD TYPE	1980(a)		1989(b)	
Family	23,141	79%	31,402	77%
Single-Person	5,091	17%	8,564	21%
Other(c)	1,189	4%	816	2%
TOTAL	29,421		40,782	

Source: (a) 1980 U.S. Census

(b) Urban Decision Systems, Cotton/Beland/Associates, Inc.,
Department of Finance 1/1/89

(c) The "Other" category consists of unrelated people living together.

Overcrowding

The most current data concerning overcrowding comes from the 1980 Census. The Census defines overcrowded households as units with more than 1 person per room, excluding bathrooms, hallways and porches. Overcrowding reflects the inability of households to buy or rent housing which provides reasonable privacy for their residents. The 1980 Census indicated that approximately 8%, or 2,400 of the occupied units in Ontario were considered overcrowded. This is a slightly higher rate of overcrowding than the county, which reported 6% of total occupied households as overcrowded.

Household Income

An important factor with respect to housing affordability is household income. While upper income households have more discretionary income to spend on housing, low and moderate income households are more limited in the range of housing they can afford. A comparison of a jurisdiction's income and housing costs can show the extent of overpayment for housing.

Ontario's median household income in 1980 was \$19,067, and the median family income was \$20,883^c. Household and family incomes in Ontario were higher than the county which had a median income of \$17,463 in 1980. Ontario ranked midway between other nearby cities in income. That is, Chino, Upland and Rancho Cucamonga had higher median incomes, while Fontana, Montclair and San Bernardino City had lower median incomes than Ontario. Ontario's estimated median household income in 1987 was \$34,016 (Source: 1989 California Manufacturer's Register). Comparative household income data for 1987 is presented on Table HO-8.

^cFamily households are defined by the Census as households containing two or more persons related by blood, marriage, or adoption. Family household income is generally larger than household income because family households tend to have more members and, therefore, more potential wage earners than non-family households.

TABLE HO-8
MEDIAN HOUSEHOLD INCOME - 1987

JURISDICTION	MEDIAN HOUSEHOLD INCOME	% ABOVE/BELOW COUNTY
San Bernardino County	\$28,623	
Chino	\$41,903	46.40%
Ontario	\$34,016	18.84%
Rancho Cucamonga	\$43,516	52.03%
Redlands	\$34,267	19.72%
San Bernardino (City)	\$25,216	(11.90%)
Upland	\$37,718	31.78%

Source: 1989 California Manufacturers Register

The Department of Housing and Urban Development and the State Department of Housing and Community Development have developed the following income categories to be used in determining housing affordability:

- **Very Low Income** - gross income less than 50 percent of the regional (in this case, county) median.
- **Low Income** - gross income between 51 and 80 percent of the county median.
- **Moderate Income** - gross income between 81 and 120 percent of the county median.
- **Upper Income** - gross income greater than 120 percent of the county median.

Table HO-9 shows the income distribution in Ontario for 1980 and 1989 divided into the above four income categories.

**TABLE HO-9
CITY OF ONTARIO
INCOME GROUPS: 1980 AND 1989**

INCOME GROUP	1980		1989	
	NUMBER OF HOUSEHOLDS	PROPORTION OF HOUSEHOLDS	NUMBER OF HOUSEHOLDS*	PROPORTION OF HOUSEHOLDS
Very Low Income (less than 50% County Median income)	5,981	20.3%	8,360	20.5%
Low Income (51%-80% County median income)	4,206	14.3%	6,117	15.0%
Moderate Income (81%-120% County median income)	8,971	30.5%	12,194	29.9%
Upper Income (greater than 121% County median income)	10,264	34.9%	14,111	34.6%
TOTAL	29,421	100.0%	40,782	100.0%
1980 median household income: \$17,463 (County); \$19,067 (City). 1989 median household income: \$30,300 (County); \$34,018 (City).				

Source: U.S. Dept. of Commerce, Bureau of the Census, 1980 Census Report;
Urban Decision Systems; Cotton/Beland/Associates.

*1989 number of households based on 1/1/89 Dept. of Finance data and SCAG 5/89 RHNA.

NOTE: Numbers do not equal total households due to rounding

As indicated in Table HO-9, the estimated *proportion* of very low- and low-income households has remained nearly constant since 1980. However, the *number* of very low-income households has increased by over 2,300 households and the low-income households by 1,900 since 1980. The very low-income households are the ones most likely to need some form of housing assistance.

Housing Affordability

In 1980, State and Federal standards for housing overpayment were that a household should not pay more than 25 percent of its gross income for housing. Households paying more than this amount have less income left over for other necessities such as food, clothing, utilities and health care. Upper income households, however, are generally capable of paying a larger proportion of their income for housing, and therefore estimates of housing overpayment generally focus on lower income groups.

Since 1980, the Department of Housing and Urban Development (HUD) has changed its standard of housing overpayment to 30 percent or more of gross household income. However, in addition to the basic rent or mortgage payment, HUD now includes other related housing costs such as utilities, parking costs, homeowner insurance and taxes, and homeowner association fees in its calculation of total housing costs.

The Regional Housing Needs Assessment (RHNA) prepared by SCAG identifies housing overpayment for the City's lower income households based on data from the 1980 Census (refer to Table HO-10). The estimate is based on the same proportion of very low and low income households as existed in 1980 using the number of 1988 households. This does not include lower income households who are not paying more than 30% of their income for housing, but live in substandard units, nor does it include the homeless or those living in overcrowded conditions.

According to the RHNA, an estimated 6,524 of Ontario's lower income households were paying more than 30% of their income on rent or mortgage payments as of January 1, 1988. Of these households, almost 75% were renters, and 25% were owners. The distinction between renter and owner housing overpayment is important because while homeowners may over-extend themselves financially to afford the option of home purchase, the owner is building equity and is likely to have fixed housing costs, or have a relatively predictable increase in mortgage payments over time. Renters, on the other hand, are not building equity and their housing costs are less stable than homeowners due to rent increases. Table HO-10 shows housing overpayment by tenure for low-income households.

TABLE HO-10
CITY OF ONTARIO
LOWER INCOME HOUSEHOLDS PAYING GREATER THAN
30 PERCENT OF INCOME FOR SHELTER

HOUSEHOLD TENURE	VERY LOW INCOME		LOW INCOME		TOTAL	
Owner-occupied	904	25%	759	26%	1,664	26%
Renter-occupied	2,739	75%	2,121	74%	4,680	74%
TOTAL	3,643	100%	2,880	100%	6,524	100%

Source: SCAG Regional Housing Needs Assessment, June 1988.

Special Needs Groups

Certain segments of the population may have a more difficult time finding decent, affordable housing due to special circumstances. In Ontario, these "special needs" households include the elderly, handicapped persons, large families, female-headed households, and the homeless.

Elderly: The special needs of many elderly households result from their lower, fixed incomes, physical disabilities, and dependence needs. In 1988, an estimated 7.3% of the Ontario population, or approximately 8,700 persons, were 65 years of age or older. An estimated 5,709 households are headed by a person over the age of 65, accounting for 14% of all households in the city.

Housing needs for the elderly usually revolve around affordability, since many elderly are on fixed incomes while housing costs continue to rise. An additional difficulty for elderly households includes the ability to continue physical maintenance of a home.

The city's Housing Assistance Plan (HAP) indicates that 976 elderly households are in need of rental assistance. Actions that are part of the 1989-1993 Housing Element provide for congregate housing and assisted rental housing for this segment of the population. The City anticipates it will assist a total of 64 elderly renter households between 1992 and 1994.

Handicapped: Physical handicaps can hinder access to housing units of typical design as well as limit the ability to earn adequate income. Ontario's HAP estimates that 758 lower income households with at least one handicapped member will reside in the city between 1988 and 1991, comprising 14% of the city's lower income households. The 1989-1993 Housing Element provides for the development of assisted rental housing and rehabilitation of existing housing for accessibility for this segment of the population.

Large Families: Large families are defined as those with five or more members, and are identified as a group with special housing needs based on the limited availability of adequately sized, affordable housing units. Large families that are lower income often have difficulty finding rental units which qualify for the Section 8 Housing Assistance Program due to the fact that larger units exceed maximum rent limits allowed by the program, combined with the reluctance of some landlords to rent to large families. The city's HAP indicates that 1,019 large families are in need of rental housing assistance. This represents 19% of the City's identified rental housing assistance needs and approximately 2.6% of Ontario's total households. A number of programs/actions can address the housing needs of large families including participating with the County Housing Authority in the development of affordable housing; encouraging housing types that meet identified needs; and encouraging innovative construction techniques to keep costs down. The City anticipates assisting 56 large family households between 1992 and 1994.

Female-Headed Households: Female-headed households tend to have lower than average incomes, limiting housing choice for this group. An update of the 1980 Census data indicates that, in 1989, an estimated 3,059 (7.5%) of the city's households are headed by females with children under the age of eighteen. Providing housing opportunities for this group relates to both affordability and services related to child care. A number of the programs/actions in the 1989-1993 Housing Element can address the needs of this group, including participating with the County Housing Authority in the development of affordable housing. The City will also amend the Development Code to allow emergency homeless shelters and transitional housing in the industrial zones with a Conditional Use Permit. The City expects to assist approximately 166 low-income family households between 1992 and 1994. A proportion of these households will be female-headed.

Homeless: Throughout the country, homelessness has become an increasing problem. Factors contributing the rise in the number of homeless include the general lack of affordable housing for those of low and moderate income, an increase in the number of people whose incomes are below the poverty level, reductions in public subsidy to the poor, and the de-institutionalization of the mentally ill. The Ontario Redevelopment Agency will be formulating a needs assessment and plan for services for the homeless during the 1991-92 fiscal year. Information on the number and type (i.e. families and singles) of homeless in Ontario is not available at this time.

A number of agencies in and around Ontario provide services to the homeless. These local agencies offer a range of services from information and referral to temporary and transitional shelter for individuals and families. Each agency is described below.

Outreach and Referral Program. A service which began in May 1988, this program offers information and referrals to the homeless. Based on records for a two-month period, the program served over 250 individuals and families. Information on those services is not tabulated by the City. The Outreach and Referral program also provides motel vouchers for approximately 20 rooms per night for emergency housing. This program is funded in part through the City's Community Development Block Grant (CDBG).

House of Ruth. The House of Ruth is a shelter for battered women and their children. Shelter staff estimate that 20-30 clients each year are from Ontario. City CDBG funds are also allocated to this shelter.

Questward Foundation. The Foundation operates a 19-bed shelter for men only. Clients are permitted to stay up to 90 days. Future plans of the Foundation include the acquisition of single-family homes to be used for transitional housing for families. The Foundation did not have information available on the number of clients that had been served from Ontario.

Discussions with City staff indicate that there is a need in the area for emergency and transitional shelters for families, particularly female-headed households with children.

The Redevelopment Agency is currently working with local non-profit agencies to identify current needs of the homeless and will be formulating a "homeless plan" in the 1991-92 fiscal year.

Farmworkers. According to the 1980 Census, there were 424 farmworkers in the City of Ontario. The City does not have specific programs directed at this subgroup, since their needs can be addressed by programs aimed at increasing the supply of affordable housing.

9.4 HOUSING UNIT CHARACTERISTICS

Housing Growth

San Bernardino County, particularly the western portion, has experienced tremendous growth in housing since the late 1970s. Table HO-11 shows housing trends in Ontario and surrounding areas for 1980 and 1989. Although Ontario experienced a high rate of growth during the last nine years, the City's percent increase in the number of housing units was 10% less than the county as a whole.

TABLE HO-11
HOUSING TRENDS: ONTARIO AND SURROUNDING AREAS
1980-1989

JURISDICTION	NUMBER OF HOUSING UNITS		PERCENT INCREASE
	1980	1989	
Chino	11,372	15,430	35%
Fontana	13,961	27,177	95%
Montclair	7,860	8,904	13%
Ontario	31,339	41,833	33%
Rancho Cucamonga	17,839	34,449	93%
San Bernardino City	46,458	59,295	28%
Upland	18,595	25,128	35%
San Bernardino County	370,155	527,686	43%

Source: Department of Finance Controlled Population Estimates for 1/1/80 and 1/1/89

Existing Assisted Housing Developments

Housing Element law requires all housing elements to include, by July 1, 1992, additional needs analysis and programs to address the potential conversion of existing, assisted housing developments to market-rate housing over the next ten years. On June 16, 1992, the City Council adopted the inventory of affordable multiple-family units at risk of converting to market rate. (See subsection 9.10)

Housing Type and Tenure

Since 1980, the composition of Ontario's housing stock has changed. Although the type of housing is still primarily single-family, the number of condominium/townhouses and apartments has increased in relation to the total number of housing units in Ontario.

Most of the multiple-family development is taking place in Community Planning Areas # 1, 3, 4, 10, and 14. Single-family development is in community planning areas # 12, 13 and 14 and has generally been developed mostly under specific plans.

Table HO-12 shows recent information on housing type in Ontario. Single-family units comprise an estimated 62% of the housing units in the city, other ownership units (i.e. condominium and town-houses) are 11%, while rental units (i.e. apartments) are 22%, and mobile homes are 5%.

TABLE HO-12
CITY OF ONTARIO
HOUSING UNITS BY TYPE: 1980 AND 1989

HOUSING TYPE	1980		1989	
	# OF UNITS	% OF TOTAL	# OF UNITS	% OF TOTAL
Single-Family	22,880	73%	25,018	59.8%
Condominium/Townhouse	931	3%	958	2.3%
Apartment	5,859	19%	13,806	33.0%
Mobile Home	1,660	5%	2,051	5.0%
TOTAL UNITS	31,340	100%	41,833	100%

Source: Department of Finance Controlled Population Estimates for 1/1/89 and 1980 Census, City of Ontario Planning Department

The tenure (owner versus renter) of a community's housing stock can indicate other characteristics of the population. For example, residential mobility is influenced by tenure, with owner-occupied housing having a much lower turnover rate than renter-occupied housing. Housing overpayment, while faced by many households regardless of tenure, is far more prevalent among renters. Tenure preferences are generally related to household income, composition, and age of the householder.

Ontario remains a community of homeowners. The City's current Housing Assistance Plan (2-24-89) reports that in 1988, approximately 66% of the occupied housing units were owner-occupied, and 34% were renter-occupied. Since 1980, there has been a slight decrease in the proportion of owner-occupied units to renter occupied in the City. This is related to the increase in the number of apartments built over the last eight years.

Vacancy Rates

An evaluation of local vacancy rates, and whether they are higher or lower than that necessary for normal residential mobility and growth, provides information on the availability and condition of the local housing stock. For instance, if vacancy rates are so high that many units stand empty for prolonged periods of time, normal upkeep may be deferred. If vacancy rates are too low, pent-up demand will have an inflationary effect on housing costs.

The Regional Housing Needs Assessment (RHNA) prepared by SCAG identifies a target vacancy rate for Ontario of 3.1% and an actual vacancy rate in 1987 of 4.5%. However, the rate of 2.5%. A vacancy rate of between 3% and 5% is considered normal; enough to ensure continued upkeep of rental properties and keep housing costs down.

Age and Condition of Housing Stock

Table HO-13 shows the age of the housing stock in Ontario. Consistent with the recent housing boom in West San Bernardino County, nearly 40% of the city's housing was built between 1980 and 1989. These newer units are primarily located in Community Planning Areas # 5, 12, 13 and 14.

Units likely to need major repairs such as new roofs, rewiring and new plumbing are those that are over thirty years old. A little under 30% of the housing units in the city are over thirty years old. Most of these units are located in Community Planning Areas # 1, 2, 3, 9 and 10. Continued housing maintenance will be necessary to prevent deterioration of these units.

**TABLE HO-13
CITY OF ONTARIO
AGE OF HOUSING STOCK: 1989**

YEAR BUILT	UNITS	% OF TOTAL
1939 or earlier	2,684	6.4%
1940-1949	2,913	7.0%
1950-1959	6,856	16.4%
1960-1969	4,693	11.2%
1970-1974	1,701	4.1%
1970-1978	4,702	11.2%
1979-March 1980(a)	1,752	4.2%
April 1980-Jan. 1989(b)	16,532	39.5%
TOTAL	41,833	100.0%

Source: (a) U.S. Dept. of Commerce, Bureau of the Census, 1980 Census Report
(b) California Dept. of Finance, Controlled Population Estimates for 1/1/89

However, the increase in condos/townhouses has offset the rise in apartments, and has prevented major shifts in the ownership to rental proportion over the last eight years.

The 1988-1991 Housing Assistance Plan (HAP) for Ontario identifies the number of housing units in the city that are in substandard condition as shown in Table HO-14.

TABLE HO-14
CITY OF ONTARIO
HOUSING STOCK CONDITIONS: 1988-1991

TYPE	SUBSTANDARD UNITS(a)		% OF TOTAL STANDARD UNITS(b)	SUBSTANDARD UNITS SUITABLE FOR REHABILITATION	
	OCCUPIED	VACANT		OCCUPIED	VACANT LOW INCOME
Owner	1,667	79	4.2%	1,084	921
Renter	874	41	2.2%	568	540
TOTAL	2,541	120	6.4%	1,652	1,461

(a) Substandard units are defined as housing which does not meet the minimum State housing code (i.e., does not provide shelter, endangers the health, safety, or well being of occupants, and is in need of replacement).

(b) Based on 41,833 total housing units as of 1/1/89

Source: City of Ontario, Housing Assistance Plan, 1988-1991

Housing Costs

Owner Occupied Housing

In 1980, the median value of an owner-occupied housing unit in Ontario was \$68,600. This means that 50 percent of the housing units were valued at less than \$68,600, and 50 percent were valued at more than \$68,600. In 1980 the median value of housing for Ontario was nearly 9% higher than the county, and higher than Fontana, Montclair and San Bernardino City as well. Median values in Rancho Cucamonga and Upland exceeded all other cities as well as the county. In order to obtain up-to-date information on current housing value in Ontario, statistics have been compiled on the sales prices of all single-family homes sold in the City between April 1988 through March 1989. Sales activity was high during the period, with nearly 2,400 residences sold. Tabulations of sales information have been produced for both the City as a whole and for its Community Plan Areas (CPAs) and are presented in Tables HO-15 to HO-26.

TABLE HO-15
CITY OF ONTARIO
RESIDENTIAL SALES ACTIVITY
APRIL 1988 - MARCH 1989

BEDROOMS	# SOLD	HOME PRICES		
		MEDIAN	AVERAGE	RANGE
1	32	\$65,881	\$71,371	\$35,000 - \$158,500
2	399	\$86,900	\$91,305	\$40,000 - \$238,000
3	1,225	\$110,000	\$113,471	\$40,000 - \$400,000
4	690	\$125,000	\$126,628	\$37,900 - \$512,000
5+	24	\$125,000	\$142,500	\$75,000 - \$395,000
	2,370	\$111,000	\$113,295	\$35,000 - \$512,000

BEDROOMS	SQUARE FOOTAGE		
	MEDIAN	AVERAGE	RANGE
1	697	758	416 - 1,726
2	980	1,043	513 - 3,025
3	1,321	1,345	869 - 2,588
4	1,600	1,631	912 - 7,594
5+	1,869	2,106	1,386 - 3,895
	1,350	1,377	416 - 7,594

Source: California Market Data Cooperatives, Inc., Single-Family Residential Sales Data Quarterly Report - 6/88, 9/88, 12/88, 3/89. Compiled by Cotton/Beland/Associates, Inc.

Table HO-15 illustrates a 62 percent increase between 1980 and 1988 in the median sales prices of single-family homes. Median selling prices ranged from \$65,881 for a one-bedroom dwelling to \$125,000 for a house with 5 or more bedrooms. This relatively narrow and low price range (compared to other Southern California counties) is reflected in the substantial availability of homes at the low end of the sales spectrum, with more than 750 homes selling for under \$100,000. Expensive, luxury homes on the other hand were relatively scarce, with only 24 homes selling for prices in excess of \$200,000. Median home size ranged from nearly 700 square feet for a one-bedroom residence to nearly 2,000 square feet

for a home with five or more bedrooms, indicating a range in unit sizes available to meet the needs of the City's diverse households.

A comparison of the median income to the median housing unit value provides a measure of housing affordability for Ontario residents. Generally, the purchase price of a house should not be more than three times the household's gross annual income. Three times the median household income in Ontario for 1988 (\$28,608) is \$85,824. Median sales prices for housing in 1988-89 ranged from \$65,881 to \$125,000, indicating that it is possible for the median income household to find a home within range. This, however, does not take into account the difficulty many households have in obtaining sufficient cash for the down payment and closing costs.

The following sections discuss the characteristics of single-family sales within the City's CPAs. CPAs # 5, # 6 and # 8 were grouped to form a subarea, because of their similarities in terms of their housing stock, and the fact that this area is comprised primarily of industrial used and industrial designated vacant areas. CPA # 7 (the airport) was omitted from this analysis since there is no housing in this area. CPA # 14 was omitted from this analysis because of the newness of residential building activity in that area.

CPA # 1:

As shown in Table HO-16, homes sold in CPA # 1 comprised 13.1 percent of all sales in Ontario between April 1988 and March 1989. Homes ranged in value from a median of \$70,000 for a one-bedroom unit to \$111,000 for a four-bedroom dwelling. The median selling price for a single-family home in this subarea is \$107,000, \$4,000 less than the city-wide median. The neighborhood's median home size of 1,339 square feet is also slightly less than the city-wide median of 1,350 square feet.

TABLE HO-16
CITY OF ONTARIO
CPA # 1
RESIDENTIAL SALES ACTIVITY
APRIL 1988 - MARCH 1989

BEDROOMS	# SOLD	HOME PRICES		
		MEDIAN	AVERAGE	RANGE
1	3	\$70,000	\$66,167	\$55,000 - \$ 73,500
2	70	\$101,500	\$103,050	\$45,000 - \$196,000
3	175	\$107,000	\$112,697	\$47,500 - \$255,000
4	59	\$111,000	\$114,560	\$58,000 - \$196,000
5+	3	\$110,000	\$110,667	\$107,000 - \$115,000
Totals	310	\$107,000	\$110,403	\$45,000 - \$255,000

BEDROOMS	SQUARE FOOTAGE		
	MEDIAN	AVERAGE	RANGE
1	700	718	676 - 779
2	1,202	1,245	744 - 3,025
3	1,344	1,422	936 - 2,588
4	1,468	1,592	1,140 - 3,539
5+	1,952	2,121	1,875 - 2,537
Totals	1,339	1,414	676 - 3,539

Source: California Market Data Cooperatives, Inc., Single-Family Residential Sales Data Quarterly Report - 6/88, 9/88, 12/88, 3/89. Compiled by Cotton/Beland/Associates, Inc.

CPA # 2:

CPA # 2 was the location for only 1.4 percent of all homes sold in Ontario during this time period, a reflection of the neighborhood's predominantly commercial land use (refer to Table HO-17). Of the 34 units sold, 62 percent were dwellings with one or two bedrooms. Selling prices ranged from a median of \$48,000 for a one-bedroom unit to \$115,000 for a home with four bedrooms. The median selling price in this subarea is \$93,500, and the median home size is 1,177 square feet.

**TABLE HO-17
CITY OF ONTARIO
CPA # 2
RESIDENTIAL SALES ACTIVITY
APRIL 1988 - MARCH 1989**

BEDROOMS	# SOLD	HOME PRICE		
		MEDIAN	AVERAGE	RANGE
1	1	\$48,000	\$48,000	\$48,000 - \$ 48,000
2	20	\$87,617	\$82,172	\$55,000 - \$117,500
3	9	\$108,000	\$113,778	\$75,000 - \$238,000
4	4	\$115,000	\$106,250	\$80,000 - \$115,000
5+	0	\$0	\$0	\$0 - \$0
Totals	34	\$93,500	\$92,366	\$48,000 - \$238,000

BEDROOMS	SQUARE FOOTAGE		
	MEDIAN	AVERAGE	RANGE
1	620	620	620 - 620
2	1,155	1,092	513 - 1,632
3	1,349	1,238	892 - 1,582
4	1,408	1,441	1,408 - 1,538
5+	0	0	0 - 0
Totals	1,177	1,158	513 - 1,632

Source: California Market Data Cooperatives, Inc., Single-Family Residential Sales Data Quarterly Report - 6/88, 9/88, 12/88, 3/89. Compiled by Cotton/Beland/Associates, Inc.

CPA # 3:

Units sold in CPA # 3 comprised 14.6 percent of all single-family home sales during this time period (see Table HO-18). This represents the second highest percentage of homes sold. Selling prices ranged from a median of \$75,000 for a one-bedroom home to \$115,000 for a five or more bedroom dwelling. This neighborhood also contains small sized homes, with a median home size of 1,148 square feet.

TABLE HO-18
CITY OF ONTARIO
CPA # 3
RESIDENTIAL SALES ACTIVITY
APRIL 1988 - MARCH 1989

		HOME PRICES		
BEDROOMS	# SOLD	MEDIAN	AVERAGE	RANGE
1	5	\$75,000	\$75,900	\$68,500 - \$ 90,500
2	115	\$86,000	\$85,988	\$45,000 - \$117,500
3	178	\$95,000	\$95,689	\$57,200 - \$152,500
4	44	\$99,500	\$102,959	\$71,000 - \$151,500
5+	3	\$115,000	\$106,000	\$78,000 - \$125,000
Totals	345	\$91,100	\$93,185	\$45,000 - \$152,500

		SQUARE FOOTAGE		
BEDROOMS		MEDIAN	AVERAGE	RANGE
1		700	777	624 - 1,068
2		947	985	648 - 1,780
3		1,204	1,210	912 - 1,807
4		1,400	1,473	1,125 - 2,322
5+		1,791	1,711	1,392 - 1,950
Totals		1,148	1,167	624 - 2,322

Source: California Market Data Cooperatives, Inc., Single-Family Residential Sales Data Quarterly Report - 6/88, 9/88, 12/88, 3/89. Compiled by Cotton/Beland/Associates, Inc.

CPA # 4:

Table HO-19 shows residential sales activity for CPA # 4. Homes sold in CPA # 4 accounted for 12.2 percent of all single-family home sales during this time period. Of the 288 homes sold, more than 60% were three-bedroom units. Discounting the one-bedroom unit sold (\$116,500, 1,726 square feet), homes ranged in price from a median of \$85,800 for a two-bedroom dwelling to \$114,250 for a dwelling with four bedrooms, one of the narrowest price ranges in the city. Equally narrow is the subarea's range in home size, ranging from a median of 1,150 square feet for a two-bedroom home to 1,441 square feet for a home with four bedrooms.

**TABLE HO-19
CITY OF ONTARIO
CPA # 4
RESIDENTIAL SALES ACTIVITY
APRIL 1988 - MARCH 1989**

		HOME PRICES		
BEDROOMS	# SOLD	MEDIAN	AVERAGE	RANGE
1	1	\$116,500	\$116,500	\$116,500 - \$116,500
2	12	\$85,800	\$88,367	\$73,000 - \$110,000
3	176	\$104,000	\$106,432	\$75,000 - \$165,000
4	94	\$114,250	\$116,812	\$38,000 - \$238,000
5+	4	\$95,000	\$92,000	\$75,000 - \$103,000
Totals	287	\$105,000	\$108,901	\$38,000 - \$238,000

		SQUARE FOOTAGE		
BEDROOMS		MEDIAN	AVERAGE	RANGE
1		1,726	1,726	1,726 - 1,726
2		1,150	1,146	884 - 1,560
3		1,223	1,261	979 - 1,997
4		1,381	1,481	1,150 - 2,071
5+		1,441	1,505	1,386 - 1,750
Totals		1,292	1,333	884 - 2,071

Source: California Market Data Cooperatives, Inc., Single-Family Residential Sales Data Quarterly Report - 6/88, 9/88, 12/88, 3/89. Compiled by Cotton/Beland/Associates, Inc.

CPA #9:

The homes sold in CPA #9 represent 8.9 percent of all single-family home sales in Ontario between April 1988 and March 1989 (see Table HO-20). Although this subarea exhibits the lowest median sales price in the city (\$83,000), it possesses a fairly wide range in selling prices, from \$56,500 for a one-bedroom dwelling to \$166,750 for a dwelling with 5 or more bedrooms. This area contains small sized homes, with a median home size of 1,031 square feet.

TABLE HO-20
CITY OF ONTARIO
CPA #9
RESIDENTIAL SALES ACTIVITY
APRIL 1988 - MARCH 1989

		HOME PRICES		
BEDROOMS	# SOLD	MEDIAN	AVERAGE	RANGE
1	15	\$56,500	\$60,360	\$35,000 - \$85,000
2	96	\$76,950	\$79,282	\$45,000 - \$235,000
3	71	\$103,900	\$104,797	\$40,000 - \$196,000
4	25	\$114,000	\$109,756	\$48,000 - \$155,000
5+	4	\$166,750	\$148,000	\$80,000 - \$178,500
Totals	211	\$83,000	\$91,436	\$35,000 - \$235,000

		SQUARE FOOTAGE		
BEDROOMS		MEDIAN	AVERAGE	RANGE
1		696	701	416 - 1,062
2		937	930	572 - 1,378
3		1,199	1,243	928 - 1,734
4		1,426	1,414	1,178 - 1,780
5+		2,853	2,807	1,863 - 3,657
Totals		1,031	1,112	416 - 3,657

Source: California Market Data Cooperatives, Inc., Single-Family Residential Sales Data Quarterly Report - 6/88, 9/88, 12/88, 3/89. Compiled by Cotton/Beland/Associates, Inc.

CPA # 10:

Homes sold in CPA # 10 comprised 10.8 percent of all single-family home sales during the time period. As shown in Table HO-21, this CPA closely mirrors the City-wide totals. Selling prices ranged from a median of \$54,000 for a one-bedroom unit to \$153,000 for a home with 5 or more bedrooms. Median homes sizes ranged from 533 square feet for a one-bedroom unit to 1,784 square feet for a dwelling with 5 or more bedrooms. The one home, which sold for \$512,000, is located on a lot zoned for multi-family development. As a result, the sale price reflects a disproportionally high land value.

**TABLE HO-21
CITY OF ONTARIO
CPA # 10
RESIDENTIAL SALES ACTIVITY
APRIL 1988 - MARCH 1989**

BEDROOMS	# SOLD	HOME PRICES		
		MEDIAN	AVERAGE	RANGE
1	3	\$54,000	\$72,667	\$50,000 - \$114,000
2	34	\$86,000	\$87,232	\$48,000 - \$188,000
3	154	\$110,500	\$111,945	\$65,000 - \$313,000
4	63	\$119,500	\$131,326	\$97,000 - \$512,000
5+	2	\$153,000	\$153,000	\$145,000 - \$161,000
Totals	256	\$112,000	\$113,293	\$48,000 - \$512,000

BEDROOMS	SQUARE FOOTAGE		
	MEDIAN	AVERAGE	RANGE
1	533	569	506 - 668
2	909	927	640 - 1,512
3	1,332	1,283	869 - 2,057
4	1,554	1,594	912 - 2,455
5+	1,784	1,784	1,781 - 1,786
Totals	1,335	1,331	506 - 2,455

Source: California Market Data Cooperatives, Inc., Single-Family Residential Sales Data Quarterly Report - 6/88, 9/88, 12/88, 3/89. Compiled by Cotton/Beland/Associates, Inc.

CPA # 11:

CPA # 11 was the location for 3.8 percent of all homes sold, the third lowest number of sales during the time period (see Table HO-22). Homes ranged in price from a median of \$66,000 for a one-bedroom dwelling to \$139,000 for a unit with 5 or more bedrooms. The median sales price in this area is \$120,000. With a median home size of 1,522 square feet, unit sizes in this subarea were larger than in most other parts of the city.

**TABLE HO-22
CITY OF ONTARIO
CPA # 11
RESIDENTIAL SALES ACTIVITY
APRIL 1988 - MARCH 1989**

BEDROOMS	# SOLD	HOME PRICES		
		MEDIAN	AVERAGE	RANGE
1	1	\$66,000	\$66,000	\$66,000 - \$66,000
2	12	\$102,500	\$97,250	\$40,000 - \$148,000
3	43	\$125,000	\$131,379	\$94,500 - \$238,000
4	32	\$122,750	\$138,169	\$37,900 - \$225,000
5+	3	\$139,000	\$173,333	\$165,000 - \$190,000
Totals	91	\$120,000	\$129,931	\$40,000 - \$238,000

BEDROOMS	SQUARE FOOTAGE		
	MEDIAN	AVERAGE	RANGE
1	758	758	758 - 758
2	1,209	1,097	796 - 1,369
3	1,468	1,425	960 - 2,064
4	1,786	1,893	1,311 - 7,594
5+	2,356	2,314	2,231 - 2,356
Totals	1,522	1,568	758 - 7,594

Source: California Market Data Cooperatives, Inc., Single-Family Residential Sales Data Quarterly Report - 6/88, 9/88, 12/88, 3/89. Compiled by Cotton/Beland/Associates, Inc.

CPA # 12:

As indicated in Table HO-23, CPA # 12 comprised the highest portion (21.5%) of units sold during the time period. Of the 509 homes sold, more than 95 percent of the units contained either three or four bedrooms. With a median sales price of \$125,900, this area had the most expensive single-family home sales in the city. Ranges of home prices in CPA # 12, were narrow; from \$117,000 for a two-bedroom residence to \$135,000 for a dwelling with 5 or more bedrooms. As could be expected, unit sizes in this subarea were larger than in any other part of the city.

**TABLE HO-23
CITY OF ONTARIO
CPA # 12
RESIDENTIAL SALES ACTIVITY
APRIL 1988 - MARCH 1989**

		HOME PRICES		
BEDROOMS	# SOLD	MEDIAN	AVERAGE	RANGE
1	1	\$127,600	\$127,600	\$127,600 - \$127,600
2	15	\$117,000	\$126,860	\$93,000 - \$221,000
3	226	\$121,250	\$123,525	\$75,150 - \$187,000
4	264	\$130,000	\$131,924	\$67,000 - \$238,000
5+	3	\$135,000	\$156,667	\$135,000 - \$200,000
Totals	509	\$125,900	\$128,213	\$67,000 - \$238,000

		SQUARE FOOTAGE		
BEDROOMS		MEDIAN	AVERAGE	RANGE
1		1,591	1,591	1,591 - 1,591
2		1,241	1,295	660 - 2,151
3		1,387	1,438	936 - 2,503
4		1,644	1,673	1,056 - 2,678
5+		2,001	1,849	1,546 - 2,455
Totals		1,531	1,559	660 - 2,678

Source: California Market Data Cooperatives, Inc., Single-Family Residential Sales Data Quarterly Report - 6/88, 9/88, 12/88, 3/89. Compiled by Cotton/Beland/Associates, Inc.

CPA # 13:

CPA # 13 was the location for 12.8 percent of all single family home sales during the time period (refer to Table HO-24). The median sales price was \$125,450. Homes ranged in price from a median of \$65,861 for a one-bedroom unit to \$257,000 for a dwelling with 5 or more bedrooms, providing a wide range of unit prices. Two houses, which sold for \$400,000 and \$437,500 respectively, are both large units on very large lots (1.66 acres, and 4.9 acres).

**TABLE HO-24
CITY OF ONTARIO
CPA # 13
RESIDENTIAL SALES ACTIVITY
APRIL 1988 - MARCH 1989**

		HOME PRICES		
BEDROOMS	# SOLD	MEDIAN	AVERAGE	RANGE
1	1	\$65,861	\$65,861	\$65,861 - \$65,861
2	16	\$112,750	\$113,668	\$92,400 - \$155,000
3	185	\$121,500	\$125,319	\$95,500 - \$400,000
4	100	\$131,250	\$136,728	\$95,000 - \$487,500
5+	2	\$257,000	\$257,000	\$119,000 - \$395,000
Totals	304	\$125,450	\$129,130	\$65,861 - \$487,500

		SQUARE FOOTAGE		
BEDROOMS		MEDIAN	AVERAGE	RANGE
1		660	660	660 - 660
2		1,102	1,136	869 - 1,884
3		1,407	1,415	1,040 - 2,494
4		1,729	1,755	1,285 - 4,054
5+		2,869	2,869	1,842 - 3,895
Totals		1,506	1,519	660 - 4,054

Source: California Market Data Cooperatives, Inc., Single-Family Residential Sales Data Quarterly Report - 6/88, 9/88, 12/88, 3/89. Compiled by Cotton/Beland/Associates, Inc.

CPAs # 5, 6, and 8:

As shown in Table HO-25, CPAs # 5, 6, and 8 are comprised of primarily industrial and industrially designated vacant areas. As a result, this area accounts for one percent of all homes sold in Ontario between April 1988 and March 1989. Although its median sales price is the highest in the City (\$129,900), this figure is deceiving since only 23 homes were sold during the time period. Non-residential zoning has inflated the sales prices of several single-family homes which will likely be replaced with industrial or commercial development.

**TABLE HO-25
CITY OF ONTARIO
CPAs # 5, 6 AND 8
RESIDENTIAL SALES ACTIVITY
APRIL 1988 - MARCH 1989**

BEDROOMS	# SOLD	HOME PRICES		
		MEDIAN	AVERAGE	RANGE
1	1	\$158,500	\$158,500	\$158,500 - \$158,500
2	9	\$126,500	\$127,156	\$80,000 - \$238,000
3	8	\$119,700	\$133,475	\$81,000 - \$295,000
4	5	\$150,500	\$147,780	\$110,500 - \$170,000
5+	0	\$0	\$0	\$0 - \$0
Totals	23	\$129,900	\$135,200	\$80,000 - \$295,000

BEDROOMS	SQUARE FOOTAGE		
	MEDIAN	AVERAGE	RANGE
1	640	640	640 - 640
2	1,050	977	688 - 1,241
3	1,332	1,314	907 - 1,755
4	1,723	1,644	1,498 - 1,757
5+	0	0	0 - 0
Totals	1,128	1,225	640 - 1,757

Source: California Market Data Cooperatives, Inc., Single-Family Residential Sales Data Quarterly Report - 6/88, 9/88, 12/88, 3/89. Compiled by Cotton/Beland/Associates, Inc.

Condominium Units

In addition to single-family detached homes, condominium units in Ontario offer an alternative for home ownership. As illustrated in Table HO-26, 254 condominiums were sold in the city between April 1988 and March 1989. These units represent 10 percent of the total of 2,625 owner-occupied housing units sold in Ontario during the time period. Two and three bedroom units comprised the majority of available condominiums, accounting for nearly 85 percent of the units sold. Sales prices ranged from a median of \$60,000 for a one-bedroom unit to \$112,000 for a condominium with four bedrooms. In contrast to single-family home prices, condominium sales prices were on average \$5,000 - \$17,000 less for studios to three-bedroom units, and \$13,000 less for four-bedroom units. The City's housing stock of condominiums thus provides a more affordable home-ownership alternative to single-family homes, permitting a greater number of households to afford the option of home purchase.

TABLE HO-26
CITY OF ONTARIO
CONDOMINIUM SALES ACTIVITY
APRIL 1988 - MARCH 1989

BEDROOMS	# SOLD	HOME PRICES		
		MEDIAN	AVERAGE	RANGE
1	33	\$60,000	\$72,891	\$37,000 - \$238,000
2	134	\$77,000	\$79,362	\$58,000 - \$125,200
3	82	\$93,500	\$96,388	\$65,500 - \$142,500
4	5	\$112,000	\$108,680	\$83,000 - \$139,900
Totals	254	\$81,500	\$84,595	\$37,000 - \$238,000

BEDROOMS	SQUARE FOOTAGE		
	MEDIAN	AVERAGE	RANGE
1	679	718	400 - 1,138
2	1,140	1,112	692 - 1,652
3	1,345	1,340	970 - 1,795
4	1,366	1,478	1,364 - 1,916
Totals	1,193	1,143	400 - 1,916

Source: California Market Data Cooperatives, Inc., Single-Family Residential Sales Data Quarterly Report - 6/88, 9/88, 12/88, 3/89. Compiled by Cotton/Beland/Associates, Inc.

Rental Housing

In 1980, the median monthly rent in Ontario was \$234. Current rents for a two-bedroom unit range from \$450-500 for older units to \$640-670 for the newer units in the southeast corner of the city^d.

A very low income household could not afford these rents. As shown in Table HO-9, very low income households are those whose incomes are less than 50 percent of the county median or, in this case, less than \$15,150 per year. If a household with this income were to pay no more than 30 percent of its income for housing, the monthly rent would have to be no more than \$379. Given the range of current rents described above, a unit renting for \$379 or less per month would be relatively rare. This accounts for the fact that almost 60 percent of the renters overpaying for housing are of very low income.

9.5 HOUSING CONSTRAINTS

Actual or potential constraints on the provision and cost of housing affect the development of new housing and the maintenance of existing units for all income levels. Market, governmental, infrastructural, and environmental constraints to housing development in Ontario are discussed below.

Market Constraints

The high cost of renting or buying adequate housing is the primary ongoing constraint to providing adequate housing in the City of Ontario. High construction costs, labor costs, land costs, and market financing constraints all contribute to decreases in the availability of affordable housing.

Construction Costs: A major cost associated with building a new house is the cost of building materials, which can comprise up to 50 percent of the sales price of a home. However, in areas like Ontario where land represents a lesser proportion of overall housing costs, construction costs

^dSource: Housing Strategies for the City of Ontario (Draft).

correspondingly comprise a larger proportion of total housing costs. Overall construction costs rose over 30 percent between 1980 and 1988, with the rising costs of energy a significant contributor. Construction costs for wood frame, single-family construction of average to good quality range from \$40 to \$55 per square foot, custom homes and units with extra amenities running somewhat higher. Costs for wood frame, multi-family construction average around \$42 per square foot, exclusive of parking.

Land: Land costs include the cost of raw land, site improvements, and all costs associated with obtaining government approvals. Land costs vary significantly in Ontario dependent primarily on location, zoning, and the availability of infrastructure to serve future development. It is estimated that these costs contribute 20 to 25 percent to the final sales price of a new home. Left alone, the escalating market price of land will tend to encourage mainly higher priced development.

Labor Costs: Labor is the third most expensive component in building a house, constituting an estimated 17 percent of the cost of building a single-family dwelling. The cost of union labor in the construction trades has increased steadily since April 1974. The cost of non-union labor, however, has not experienced such significant increases. Because of increased construction activity, the demand for skilled labor has increased so drastically that an increasing number of non-union employees are being hired in addition to unionized employees, thereby lessening labor costs.

Financing: While interest rates have fallen (July 1989) from their near 20 percent high in the early 1980s, they still have a substantial impact on housing costs which is felt by renters, purchasers, and developers. In recent years variable rate loans have become increasingly popular. The ability of lending institutions to raise rates to adjust for inflation may cause many existing households to overextend themselves financially, as well as returning to a situation where high financing costs substantially constrain the housing market. An additional obstacle for the first-time homebuyer is the down payment required by lending institutions of 10 to 20 percent.

The median sales price of a two-bedroom single-family home in Ontario (1988) was \$86,900. A \$78,210 mortgage amortized over 30 years at an interest rate of 10.5 percent

would result in monthly house payments of \$715. While this level of payment eliminates Ontario's very low and low income households from the for-sale housing market, the majority of the City's moderate income households could qualify for the mortgage on a \$86,900 home.

Interest rates are determined by national policies and economic conditions, and local governments can do very little to affect these rates. However, jurisdictions can offer interest rate write-downs to extend home purchase opportunities to lower income households. In addition, government insured loan programs may be available to reduce mortgage downpayment requirements.

Governmental Constraints

Factors in both the private and public sectors affect housing affordability. Actions by local government can have an impact on the price and availability of housing in the City. Land use controls, site improvement requirements, building codes, development processing procedures, fees, and other local programs intended to improve the overall quality of housing may serve as a constraint to housing development.

Land Use Controls: The Community Development Element of the General Plan and corresponding zoning provide for a full range of residential types and densities. Densities range from 0-2 units per acre in Rural Residential areas to 16.1-25 units per acre for High Density Residential.

Fees and Improvements: Various fees and assessments are charged by the City and other agencies to cover the costs of processing permits and infrastructure. Almost all of these fees are assessed through a pro rata share system, based on the magnitude of the project's impact or on the extent of the benefit which will be derived. However, these fees contribute to the cost of housing and may constrain the development of lower priced units. Certain fees could be reviewed by the City to determine if waivers or subsidies may be beneficial for the provision of lower income and senior housing.

The City of Ontario is a largely developed, suburban jurisdiction, with most of its necessary infrastructure such as streets, electrical, sewer, and water facilities already in place. As such, the cost of land improvements is less than in

undeveloped rural areas. However, as residential development continues to expand in the City, the task of creating new infrastructure increases the cost of development.

Table HO-27 presents a list of typical development fees (June, 1990) which would be associated with a medium density, 12-unit, multi-family residential project on a one acre parcel. Significant fees include sewer assessment and frontage fees, school fees, and park and recreation fees. The total cost of development fees per unit is estimated to be \$4,612.

Table HO-28 provides a list of typical development fees (June, 1990) which would be associated with a 10-unit, single-family detached residential project on a five acre parcel. As this table illustrates, school fees represent the largest single development fee, followed by sewer assessment fees, water frontage fees, and park and recreation fees. Development fees are estimated at \$10,809 per unit.

A user-fee study was conducted to determine the actual cost for Planning Department services. The study involved an extensive analysis of the City's development departments with respect to work products, staff involvement, and the direct and indirect cost to supply services to the development community. The Planning Department's new development fee schedule, adopted by the City Council June 19, 1990 covers the cost of the above mentioned services.

Building Codes and Enforcement: The City of Ontario building codes are based upon the State Uniform Building, Housing, Plumbing, Mechanical, and Electrical Codes with minor amendments. These codes are considered to be the minimum necessary to protect the public health, safety, and welfare. The local enforcement of these codes does not add significantly to the cost of housing.

Local Processing and Permit Procedures: The evaluation and review process required by City procedures contributes to the cost of housing in that holding costs incurred by developers are ultimately manifested in the unit's selling price. Three levels of decision-making bodies govern the review process in Ontario: City Council, Planning Commission, and the Development Advisory Board (DAB).

TABLE HO-27
SUMMARY OF DEVELOPMENT FEES FOR TYPICAL
MEDIUM DENSITY RESIDENTIAL APARTMENT PROJECT
(JUNE 1990)

TYPE OF FEE	AMOUNT
Environmental Review (Negative Declaration)	\$978
Site Plan Review (No Public Hearing)	\$1,935
School Fees	\$16,116
Park & Recreation Fee	\$8,424
Electrical Fee	\$410 ^a
Plumbing Fee	\$516
Mechanical Fee	\$264
Earthquake Fee	\$71
Plan Checks and Inspections	\$2,317
Building Permit Fee	\$3,565
Sewer Assessment Fee	\$12,300
Sewer Frontage Fee	\$1,650
Sewer Capital Facilities Connection Fee	\$840
Water Frontage Fee	\$2,475
Water Capital Facilities Acreage Fee	\$155
Water Meter Fee	\$900
Water Treatment Plant Fee	\$1,620
Water Treatment Plant Acreage Fee	\$410
Off-Site Improvement Construction Fee	\$400 ^{bc}
Total Development Fees	\$55,346
	\$4,612 per unit

Source: City of Ontario Planning, Building, and Engineering Departments, 6/19/90;
Ontario/Montclair Unified School District; Cotton/Beland/Associates, Inc.

- Note:
1. Calculations based on:
 - a. 12 units on 1 acre; minimum 32,400 sq.ft. lot.
 - b. Average unit size of 850 sq.ft. for multi-family units.
 - c. Total building area of 20,000 sq.ft.
 - d. Total building garage space of 5,000 sq.ft.
 - e. Ontario/Montclair School District school fee of \$1.58/sq.ft. for res. dev.
 - f. Street frontage of 150 ft.
 - g. 6 plumbing fixtures per unit (dishwasher, baths, etc.).
 - h. Sewer and water facilities are existing adjacent to development and are 8" in diameter.
 - i. Each unit has its own 3/4" x 5/8" meter.
 2. Development fees are subject to change by the City Council.
 3. Development fees include those collected by the Police Department for plan reviews and building inspections. These fees can be found in Ontario City Council Resolution Number 90-213.

^aDoes not include charges for electrical light switch connections; 50 cents for first twenty switches, 20 cents thereafter.

^bDoes not include plan check fees for public facilities. Fees assessed are 2% of estimated off-site construction costs.

^cDoes not include encroachment permit fee(s). Fees assessed at 3% of estimated off-site construction costs.

TABLE HO-28
SUMMARY OF DEVELOPMENT FEES FOR TYPICAL
SINGLE-FAMILY RESIDENTIAL PROJECT
(JUNE 1990)

TYPE OF FEE	AMOUNT
Tentative Tract Map	\$3,926
Environmental Review	\$978
School Fees	\$21,060
Park & Recreation Fee	\$8,100
Electrical Fee	\$438
Plumbing Fee	\$510
Mechanical Fee	\$220
Earthquake Fee	\$49
Plan Checks and Inspections	\$3,309 ^a
Building Permit Fee	\$5,090 ^a
Sewer Assessment Fee	\$10,250
Sewer Frontage Fee	\$6,600
Sewer Capital Facilities Connection Fee	\$700
Water Frontage Fee	\$8,250
Water Capital Facilities Acreage Fee	\$775
Water Meter Fee	\$750
Water Treatment Plant Fee	\$1,350
Water Treatment Plant Acreage Fee	\$2,050
Off-Site Improvement Construction Fee	\$850 ^{bc}
Total Development Fees	\$75,205
	\$10,809 per unit

Source: City of Ontario Planning, Building, and Engineering Departments; Ontario/Montclair Unified School District; Cotton/Beland/Associates, Inc.

Note: 1. Calculations based on:

- a. 6 units per acre; 7,200 sq.ft. lots.
 - b. 1,350 sq.ft. single-family units.
 - c. Home valuation of \$111,000.
 - d. Ontario/Montclair School District school fee of \$1.56/sq.ft. for residential development.
 - e. Street frontage of 60 ft.
 - f. 8 home plumbing fixtures (dishwasher, baths, etc.).
 - g. Sewer and water facilities are existing adjacent to development and are 8" in diameter.
 - h. Each unit has its own 3/4" x 5/8" meter.
2. Development fees are subject to change by the City Council.
 3. Development fees include those collected by the Police Department for plan reviews and building inspections. These fees can be found in Ontario City Council Resolution Number 90-213.

^aPlan Check and Building Permit Fees do not include the square footage of the garage. Garages have separate valuations from homes.

^bDoes not include plan check fees for public facilities. Fees assessed are 2% of estimated off-site construction costs.

^cDoes not include encroachment permit fee(s). Fees assessed at 3% of estimated off-site construction costs.

Table HO-29 provides a list of the average processing time for various resolutions or procedures which may be required prior to Planning Commission review of a project. Planning Commission review occurs after the process time listed on Table HO-29. After the staff determines the application is complete, the project appears before the DAB for site plan and physical design approval. Average processing time for this procedure is twelve weeks. Upon receiving DAB approval, plans may then be submitted to the Building Department for plan check review. While the City permits other applications, such as zone changes and variances, to be submitted concurrently, these additional requirements can significantly lengthen a project's review time. In order to minimize project holding costs, Housing Element policies call for continued monitoring of departmental processing procedures to determine their impact on the ultimate cost of housing and to initiate appropriate changes to reduce costs.

Environmental Constraints

The significant adverse environmental impacts which have and will occur are the direct and indirect consequence of the City's dramatic population growth during the 1980s. Portions of Ontario are exposed to a variety of environmental hazards and resources which may constrain development. The following set of hazards threaten the future existence of affordable residential units in the City.

Seismic Hazards: Like the entire Southern California region, the City of Ontario is located within an area of high seismic activity. Although no active fault traces cross the City, Ontario's close proximity to five major fault zones subjects the area to surface rupture, ground shaking, and ground failure. The greatest potential danger is the collapse of older residential units constructed from unreinforced masonry and explosions of petroleum and fuel lines.

Some of Ontario's historic and culturally significant buildings are among the most hazardous in case of earthquakes. The conflict exists between landmark preservation and the elimination of public danger from seismic damage. Further recommendations and land use restrictions are indicated in the Hazards Element.

TABLE 29
CITY OF ONTARIO
MINIMUM ESTIMATED TIME REQUIREMENTS FOR PROJECT PROCESSING

General Plan Amendment/Zone Change:

Applications for General Plan Amendments are processed quarterly. Both the General Plan Amendment and Zone Change require the submittal of a Site Plan. Public hearings at Planning Commission occur every three to four months depending upon when applications are received. Hearing dates are scheduled after application is submitted. City Council hearings follow approximately one month after a Planning Commission decision.

Conditional Use Permits (CUP)/Variances:

CUPs and variances require the submittal of a Site Plan. A Planning Commission hearing date is scheduled after a complete application is submitted. Due to notification requirements under CEQA, a minimum of two months is needed prior to receiving a Planning Commission decision. City Council hearings follow in approximately one month.

Tract Map/Parcel Map/Subdivision:

Applications must be filed for hearings with the Development Advisory Board (DAB), Planning Commission, and City Council. A minimum of twelve weeks are required for DAB approval, plus an additional month for both Planning Commission and City Council decisions.

Site Plan Review:

Applications and fees for initial submittals and resubmittals must be submitted to the Planning Department. Average project time prior to attaining approval is approximately twelve weeks.

Environmental Review:

Applications and fees must be submitted to the Planning Department for staff review. If the project receives a Negative Declaration, the process takes approximately four weeks to complete including the required 21 day notification under CEQA. If the Board deems an Environmental Impact Report necessary, the process lasts between nine and twelve months.

Plan Check:

Plan check cannot begin until a project receives DAB approval. Plans must be submitted to the Building Department, which then routes the plans to the various City Departments which must review them (i.e., Engineering, Community Services, Fire, etc.). New single-family tracts require nearly six weeks. Multi-family projects are returned in four to six weeks.

Source: City of Ontario Planning and Building Departments, 7/89.

Note: Table 29 is for demonstration purposes only.

Flooding: The City is situated on a broad alluvial plain approximately 3.5 miles south of the San Gabriel mountains. Water is concentrated in several mountain canyons and carried to the valley floor, which was formed by coalescing alluvial fans. The principal water courses traversing the City include Cucamonga Creek, Day Creek, and Deer Creek. Areas in the City prone to flooding include the neighborhoods east of Ontario International Airport. Very little existing housing or residentially designated land is affected by these flooding areas.

Dust and High Wind Hazards: All neighborhoods situated east of Grove Avenue are in a Dust Control Area. Between September and April and at unexpected times throughout the year, this area is subject to high winds and blowing sand. This condition results in property damage from high winds, wind tunneling and channeling effects of buildings, soil erosion, and unpleasant living conditions. Suggestions and recommendations to control the problem are made in the Hazards Element.

Petroleum and Fuel Lines: Several petroleum and fuel lines traverse the City in the vicinity of Holt Boulevard (see Hazards Element). Any leak or rupture along these lines poses a threat to existing residences in their vicinity. Location of these pipelines is not problematic in the eastern portion of Ontario, where new industrial and commercial development can be sufficiently set back from the pipelines to ensure safety in the case of accident. However, in the more intensely developed western portion of the City (generally west of Vineyard), the pipelines are adjacent to some residential areas.

Toxic and Hazardous Wastes: In Ontario, there are two major areas of concern relative to toxic substances: air pollution and the Milliken Landfill. Major point sources of air pollution come from the variety of industrial uses throughout the region. The primary source, however, is traffic. The Milliken Landfill is located near the junction of the I-15 and Route 60 Freeways. The landfill accommodates approximately 1,500 tons of refuse daily, of which approximately 400 tons are generated within Ontario. With the expansion of the site during the early 1980s, the useful life of the landfill has been extended to about 1995.

Fire Hazards: The most serious fire threat within the City is man. Brush fires have been significantly reduced as a major hazard due to the increased development of open land. The critical problem areas in residential buildings include structural fires due to aged or faulty electrical wiring, lack of separations in highly combustible structures, toxic material contained within buildings, building design, and poor maintenance.

Noise: Residential land uses are considered the most sensitive to loud noise. The principal noise sources in Ontario generate from its three transportation systems: Ontario International Airport, the railroad lines (Southern Pacific, Union Pacific, and Santa Fe), and the freeways (Interstates 10 and 15 and Route 60). Of the three principal noise sources, aircraft noise poses the greatest potential for creating significant adverse impact. As urbanization within Ontario and the surrounding region continues, the intensity and duration of noise generated by transportation facilities serving this development is anticipated to increase.

Infrastructure Constraints

Adequate infrastructure and public services are necessary to accommodate future residential development. The deficiencies that presently exist as well as those projected in the future are primarily a result of recent growth and development pressures within the City, although increased consumption by existing customers is also a factor. The following sections discuss the availability of water, sewer, street, and educational services to accommodate additional growth in Ontario.

Water: The present source of water for Ontario is mainly provided by a municipally-owned system operated by the Department of Public Utilities. The Chino Basin Municipal Water District (CBMWD) supplements the City's water needs with the wholesale of local groundwaters. The CBMWD also serves as the region's watermaster, providing wastewater treatment services and monitoring the pumping of groundwaters. The City's Water Master Plan is currently being updated in an effort to identify the need for expansion of the system to meet the demands of future growth. In most areas of the City arterial water mains, and pumping and storage facilities are adequate to meet existing and future

needs. If the present water facilities do not sufficiently meet the needs of new residential development, the developer must increase the size of existing water main lines in order to accommodate increased water demands.

Sewer: Wastewater in Ontario is collected primarily by lines owned and operated by the City. It is then treated by the CBMWD which also serves the Cities of Chino, Fontana, Upland, and Montclair; as well as other agencies. At present, this facility is adequately accommodating the needs of the region, handling approximately 36 million gallons per day (MGD). The CBMWD's 10-year Capital Improvement Program calls for the facility to increase its capacity to 44 MGD.

The City's sewage system is in reasonable condition and functions normally. In order to meet the demands of new development, the City maintains ongoing reconstruction and extension of existing sewer lines. The City Sewer Master Plan is scheduled to be updated in an effort to assess the existing sewage collection system and to plan for required improvements to meet current and projected needs.

Education: According to the Ontario/Montclair School District, the combination of increases in the development of multi-family units and the number of families with school-aged children in Ontario and Montclair have resulted in significant overcrowding conditions in schools located in the City. In light of the significant overcrowding conditions, the construction of new or expansion of existing classroom facilities will be necessary to mitigate additional school overcrowding.

As permitted under AB 2926, the Ontario/Montclair School District levies developer fees on new construction at a rate of \$1.58 per square foot of residential development. These fees provide revenue for temporary classroom trailers, but do not provide enough funds for permanent classroom facilities.

9.6 HOUSING OPPORTUNITIES

Residential Development Potential

This section contains an evaluation of the potential additional residential development which could occur under the general plan and zoning land use policy. Potential sites for residential development include vacant and underutilized land, redevelopment areas, and publicly owned surplus lands. The ability of public services to accommodate this potential growth is also considered.

Land Suitable for Residential Development

Ontario has a total of approximately 376.4 acres of vacant and agricultural land designated for residential development. It also has a total of approximately 1,048.8 acres of underdeveloped land for residential development. The total vacant and underdeveloped acreage could accommodate up to 8,036 additional single- and multiple-family housing units.

A maximum of 2,035 multiple-family dwelling units are planned in the Town Center and East Holt Study Areas. Table HO-30 shows the maximum additional dwelling unit capacity in Ontario. As shown in Table HO-30, a large amount of the potential dwelling units are located on underdeveloped sites. Based on past residential building trends in Ontario, the City anticipates that up to 1,102 multiple-family and 1,554 single-family dwelling units could be built in Ontario between 1989 and 1994. Depending upon economic and market conditions over the same period, these estimates could vary.

Energy Conservation

As residential energy costs continue to rise, increasing utility costs contribute to a reduction in affordable housing, aggravating the City's current shortage of affordable units. In large part, energy savings and utility bill reductions can be realized through the following energy design standards:

**TABLE HO-30
CITY OF ONTARIO
LAND SUITABLE FOR RESIDENTIAL DEVELOPMENT**

GENERAL PLAN LAND USE CATEGORY	ZONING CATEGORY	# OF ACRES		MAXIMUM POTENTIAL DWELLING UNITS	
		<u>Vacant</u>	<u>Under- developed(1)</u>	<u>Vacant</u>	<u>Under- developed(2)</u>
Rural Residential (2 du/acre)	AR	87.2	145	174	202
Low Density Residential (5 du/acre)	RE & R1	177.0	516.6	885	1,913
Mobile Home (10 du/acre)	MH	—	138.3	—	244
Low/Medium Density Residential (11 du/acre)	R1.5	18.3	36.9	201	236
Medium Density Residential (16 du/acre)	R2	21.2	146.1	338	1,314
High Density Residential (25 du/acre)	R3	1.1	65.9	28	791
Planned Residential ³ (16 du/acre)	PR	71.6	—	1,144	—
Special Areas (Town Center and East Holt)		—	—		566
TOTAL DWELLING UNITS (Vacant plus underdeveloped plus Special Areas)					8,036
NUMBER OF UNITS NEEDED PER SCAG REGIONAL HOUSING NEEDS ASSESSMENT - 1989-1994					6,385

Source: Vacant and Underdeveloped unit and acreage estimates were derived using the City of Ontario Land Use Database in coordination with GIS. Downtown and East Holt data was extracted from Table CD-1.

- (1) Land that is developed at a lower density than what is allowed for under the General Plan.
- (2) Total potential units for underdeveloped parcels take into account existing units.
- (3) Planned residential is not shown as underdeveloped category as development is limited to maximum densities provided under each specific plan.

- **Glazing:** Glazing on south facing exterior walls allows for winter sun rays to warm the structure. Avoidance of this technique on the west side of the unit prevents afternoon sun rays from overheating the unit.
- **Landscaping:** Strategically placed vegetation reduces the amount of direct sunlight on the windows. The incorporation of deciduous trees in the landscaping plans along the southern area of units reduces summer sun rays, while allowing penetration of winter rays to warm the units.
- **Building Design:** The implementation of roof overhangs above southerly facing windows shield the structure from solar rays during the summer months.
- **Cooling/Heating Systems:** The use of attic ventilation systems reduces attic temperatures during summer months. Solar heating systems for swimming pool facilities saves on energy costs. Natural gas is conserved with the use of flow restrictors on all hot water faucets and shower heads.
- **Weatherization Techniques:** Weatherization techniques such as insulation, caulking, and weatherstripping can reduce energy use for air-conditioning up to 55% and for heating as much as 40%.
- **Efficient Use of Appliances:** Each household contains a different mixture of appliances. Regardless of the mix of appliances present, appliances can be used in ways which increase their energy efficiency. Unnecessary appliances can be eliminated, proper maintenance and use of the stove, oven, clothes dryer, clothes washer, dishwasher, and refrigerator can also reduce energy consumption. New appliance purchases of air-conditioning units and refrigerators can be made on the basis of efficiency ratings. The State prepares a list of air-conditioning and refrigerator models that detail the energy efficiency ratings of the product on the market.
- **Efficient Use of Lighting:** Costs of lighting a home can be reduced through purchase of light bulbs which produce the most lumens per watt, avoidance of multi-bulb fixtures and use of long life bulbs and clock timers.

- **Load Management:** The time of day when power is used can be as important as how much power is used. Power plants must have enough generating capacity to meet the highest level of consumer demand for electricity. Peak demands for electricity occur on summer afternoons. Therefore, reducing use of appliances during these peak load hours can reduce the need for new power plants.

In compliance with federal energy conservation mandates, Southern California Edison Company will conduct energy audits upon request for residential and commercial/industrial customers. The audit consists of a walk-through inspection of the customer's home or business in order to identify energy conservation opportunities and analyze cost effectiveness for installation of specific energy conservation measures.

Establishment and enforcement of energy conservation standards, individual audits and recommendations, and continuing programs aimed at public awareness of the energy problem are key factors in reducing energy consumption.

9.7 HOUSING PLAN

Sections 9.2 through 9.6 establish the housing needs, opportunities, and constraints present in Ontario. The Housing Plan presented in this section summarizes housing issues and describes the city's quantified housing goals, policies and programs to address Ontario's identified needs.

Summary of Identified Housing Issues

The goals, policies and programs are intended to address specific housing issues unique to Ontario. The City has the following issues that relate to housing need:

- The 1980 Census indicated that approximately 8%, or 2,400 of the occupied units in Ontario were considered overcrowded.
- The RHNA identified 6,523 very low and low income households that are paying more than they can afford for housing.

- Nearly 60% of the renters overpaying for housing are of very low income.
- The city's HAP indicates that 976 elderly households are in need of rental housing assistance.
- The city's HAP indicates that 758 lower income households with at least one handicapped member will need rental assistance.
- According to the city's HAP, 1,019 large families are in need of rental housing assistance.
- An estimated 2,865 of the city's households are headed by females with children under the age of eighteen.
- There is a need for emergency and transitional shelters and services for the homeless, especially families.
- Thirty percent of the housing units in Ontario are 30 years old or more, and will need continued maintenance to avoid deterioration.
- A total of 2,661 housing units in the city (as reported in the city's HAP) are considered substandard.
- According to the RHNA, a total of 6,385 additional housing units will be needed between 1989 and 1994. Approximately 37% of these units are needed for very low and low income households.

Regional Housing Needs Assessment

State law requires jurisdictions to provide for their share of regional housing needs. The Southern California Association of Governments (SCAG) has determined the 1989-1994 needs for the city of Ontario, and has estimated the number of households which the city will be expected to accommodate during this period. Future housing needs reflect the number of new units needed in a jurisdiction based on households which are expected to reside within the jurisdiction (future demand), plus an adequate supply of vacant housing to assure mobility and new units to replace losses. These needs were forecast by the 1988 Regional Housing Needs Assessment (RHNA), which considered on a regional and local level: market demand for housing, employment opportunities,

availability of suitable sites for public facilities, commuting patterns, type and tenure of housing need, and housing needs of farm workers.

According to the model, housing to accommodate 6,385 additional households would need to be added to the City's June 30, 1989 total households by July 1994 to fulfill the City's share of regional housing needs. Based on the distribution of regional income, this total can be further divided among HUD's four income groups to identify the types of households to be provided for as shown in Table HO-31.

**TABLE HO-31
CITY OF ONTARIO
1989-1994 HOUSEHOLD NEEDS BY INCOME GROUP**

INCOME CATEGORY	HOUSEHOLDS IN CATEGORY	PERCENT OF TOTAL NEW HOUSEHOLDS
Very Low (0-50% County median income)	1,009	15.8%
Low (50-80% County median income)	1,333	20.9%
Moderate (80-120% County median income)	1,303	20.4%
Upper (over 120% County median income)	2,741	42.9%
TOTAL NEW HOUSEHOLDS	6,385	100.0%

Source: SCAG Regional Housing Needs Assessment, December 1988

While adequate sites are available on both vacant and underdeveloped lands, the City of Ontario may not be able to satisfy the total new construction need of 6,385 units as projected by the RHNA. The City will, however, strive to achieve its proportional share of very low, low and moderate income housing growth as established by the RHNA.

The intent of the future needs allocations by income group is to relieve lower income impaction - the undue concentration of very low and low income households in a jurisdiction.

Localities must fully address their existing needs in order for impaction avoidance goals to be achieved in the future period.

The housing element sets forth policies and programs to address the future housing needs identified by the RHNA.

Housing goals are broad statements and represent the ends to which housing resources are to be directed. Objectives are more specific, and provide guidelines for actions and later evaluation. In conformance with State law, objectives have been quantified where appropriate. Policy statements are more specific still and provide well-defined guidelines for decision-making. Programs are designed to carry out the goals, objectives, and policies.

Goals and Policies

The following goals and policies will serve as a guide to city officials in daily decision-making. These goals and policies are identified with implementation programs on Table HO-32.

Housing Availability and Production

GOAL 1: Promote and encourage a supply of housing suitable to the needs of and in sufficient number to serve existing and expected Ontario residents.

Policy 1.1: In accordance with the City's adopted land use plan, promote in-fill housing development.

Policy 1.2: Promote and encourage the development of housing which varies by type, design, form of ownership, and size.

Policy 1.3: Promote and encourage the use of innovative construction methods, design standards and energy conservation techniques in new housing development.

Policy 1.4: Promote and encourage the construction of congregate care facilities for the elderly.

Policy 1.5: Promote and encourage housing development which is compatible in size and scale with abutting development.

Policy 1.6: Explore the feasibility of expanding the amount of land presently available for high quality single-family development through either changes to existing General Plan land use designations or annexations.

Policy 1.7: Through the Development Code, promote high quality site and architectural standards for all new residential, commercial, and industrial development within the City.

Housing Affordability

GOAL 2: Promote and encourage housing opportunities for all economic segments of the community, regardless of age, sex, ethnic background, physical condition or family size.

Policy 2.1: Pursue available housing assistance programs funded by the State and Federal governments.

Policy 2.2: Utilize local land use and development controls to encourage non-market rate housing development in accordance with Sect. 65915-65918, Cal. Govt. Code.

Policy 2.3: Utilize local public finance tools such as SB99 and AB 1355 to provide below market rate mortgage financing for both sales and rental units.

Policy 2.4: Continue a policy of expeditious processing of residential development proposals and permits.

Policy 2.5: Support the activities of the San Bernardino County Fair Housing Council and Inland Mediation.

Policy 2.6: Promote home ownership for low and moderate income households through "silent second mortgages, interest write downs, and/or equity sharing programs. These programs should focus on first-time buyers who are residents of Ontario.

Policy 2.7: Continue to cooperate with the San Bernardino County Housing Authority in placing Section 8 certificates in the community, or in securing funding for such successor

programs as may be created during the term of this Housing Element.

Housing Condition

GOAL 3: Promote and encourage the rehabilitation of deteriorated dwelling units and the conservation of the currently sound housing stock.

Policy 3.1: Continue to pursue housing programs offered by the State and Federal governments.

Policy 3.2: Utilize local financing authorities to provide below-market rate rehabilitation loans for both owner-occupied and rental housing.

Policy 3.3: Promote the utilization of rehabilitation assistance programs targeted to the alleviation of overcrowded conditions.

Policy 3.4: Encourage continued maintenance of currently sound housing through city sponsored information and assistance program.

9.8 EVALUATION OF ACCOMPLISHMENTS UNDER 1984 HOUSING ELEMENT

State Housing Element law requires communities to assess the achievements under adopted housing programs as part of the five year update to their housing elements. This section contains a description of each of Ontario's housing measures between 1984 and 1990. One of the actions for the 1989-1993 Housing Element is to create a position for a housing coordinator responsible for implementing all housing programs, and would provide a report on the implementation progress for each action/program.

Actions in Support of Achieving Housing Production Goals (1984 Housing Element)

Action 1.a: Through existing subdivision and zoning ordinances, encourage the development of Planned Residential and manufactured housing developments.

Progress in Implementation: The City has enacted a Specific Plan and Planned Residential Development ordinance to accomplish this goal, as well as an ordinance that encourages and promotes development of manufactured housing in residential zones. The City is determined to continue promoting manufactured housing in residential zones through the new Development Code. Planned Residential developments will continue to be promoted through the Planned Residential designation in the new General Plan and through the new Development Code.

Action 1.b: Adoption of an Accessory Rental Unit Ordinance.

Progress in Implementation: Not applicable. An Accessory Unit Ordinance was adopted prior to 1985. This ordinance will also be part of the new Development Code and will be amended to comply with recent changes made to State Law.

Action 1.c: Encourage consolidation of small lots into more easily developed holdings and thus encourage more intense use of underutilized land.

Progress in Implementation: The City has implemented a simplified lot line adjustment procedure to encourage lot consolidation, which allows a lot consolidation without the processing of a parcel map. This lot line adjustment procedure will continue as a tool to encourage small lot consolidation.

Action 1.d: Encourage the development of residential uses in mixed-use projects where appropriate.

Progress in Implementation: Mixed-use projects which include residential uses are part of the new Downtown/East Holt Guide for Development documents and the City will continue to promote residential uses to revitalize the Downtown area.

Action 1.e: Encourage the development of variation in housing type, ownership status, design and size, in accordance with documented housing needs in the community.

Progress in Implementation: The Specific Plan process has been used to ensure the implementation of this action. Redevelopment project areas such as the Downtown and East Holt Boulevard will also continue to promote variation in housing type, ownership status, design, size, etc. In addition,

the updated General Plan has a new residential designation (i.e., Low Medium Density Residential) which further promotes the implementation of the action.

Action 1.f: Encourage use of innovative construction techniques, design standards, and energy conservation methods in new housing development.

Progress in Implementation: The Specific Plan and Planned Residential Development Ordinances and the Density Bonus Program for multiple-family residential projects have encouraged innovation in the design of housing projects. The new Development Code will continue to promote this action.

Action 1.g: Ensure that new residential development is appropriately located with respect to public and private facilities and services, including schools, retail facilities, parks, and transportation systems.

Progress in Implementation: The goals and policies of the existing and new General Plan Land Use Element are designed to implement this action.

Action 1.h: Evaluate the City's vacant industrial lands and identify land suitable for residential development.

Progress in Implementation: Industrial vacant lands in the City were evaluated for potential residential uses; however, it was found that several environmental issues such as aircraft noise, methane gas migration, odors, dust, etc., and land use compatibility issues would adversely impact residential developments.

Action 1.i: Continue the distribution of information regarding the activities of the San Bernardino County Fair Housing Council, and continue referring potential housing discrimination cases to the Fair Housing Council for action.

Progress in Implementation: The City contracts on an ongoing basis with the Inland Mediation Board to provide these services (see Table HO-32, Program 21).

Action 2.a: Continue to participate with San Bernardino County Housing Authority in the development of public housing units for low-income households in the City.

Progress in Implementation: The City participates with the County Housing Authority in the development of public housing units for low income households through the Section 8 and Voucher programs and the Scattered Sites Program (see Table HO-32, Program 23).

Action 2.b: Continue to encourage development of Section 8 assisted rental units in the City.

Progress in Implementation: The City participates in this program on an ongoing basis (see Table HO-32, Program 29).

Action 2.c: Encourage the development of assisted rental housing for the elderly and handicapped through the use of density bonuses, tax-exempt bonds, and land write downs, combined with Federal housing subsidies.

Progress in Implementation: Since 1984, the City has provided for the construction of 450 multiple-family units for very low- to low-income households, and 250 single-family units for low- and moderate-income households. Construction of these units has been accomplished through density bonuses, tax-exempt bonds, land write-downs, and Federal housing subsidies. The City will continue to provide for the construction of rental housing for the elderly and handicapped through the Redevelopment Agency using set-aside monies, CDBG funds, and Federal and CHFA funds as available. Funding priority is assigned to rehabilitation cases where accessibility improvements for the handicapped are planned.

Action 2.d: Continue cooperating in the issuance of tax-exempt mortgage revenue bonds to provide below-market rate long-term financing for low- and moderate income housing projects.

Progress in Implementation: Since 1984, the City has provided for the construction of 211 multiple-family units for low-income households, and 250 single-family units for low- and moderate-income households. Construction of these units has been accomplished through density bonuses, tax-exempt bonds, land write-downs, and Federal housing subsidies.

Action 2.e: Continue cooperating in the issuance of tax-exempt mortgage revenue bonds to provide below-market interest rate financing for the development of rental housing for low- and moderate-income residents.

Progress in Implementation: Since 1984, the City has provided for the construction of 211 multiple-family units for low-income households, and 250 single-family units for low- and moderate-income households. Construction of these units has been accomplished through density bonuses, tax-exempt bonds, land write-downs, and Federal housing subsidies.

The City will use set-aside funds, CDBG funds and other funds as available and participate with the San Bernardino County Housing Authority in developing rental units (see Table HO-32, Program 23). In addition, the Redevelopment Agency will continue to issue tax-exempt mortgage revenue bonds (see Table HO-32, Program 28).

Action 2.f: Continue to participate with the San Bernardino County Housing Authority in the implementation of the Section 8 Housing Assistance Payments Program for existing rental units.

Progress in Implementation: A total of 643 households in Ontario are assisted through this program. The City will continue to implement the Section 8 program for existing units (see Table HO-32, Program 29).

Action 2.g: Continue a public information program designed to acquaint all economic segments of the community with all housing assistance programs.

Progress in Implementation: The City provides such information on an ongoing basis (see Table HO-32, Program 30).

Action 2.h: Continue to participate in and provide for land purchase and land cost write downs for assisted housing.

Progress in Implementation: Loans have been issued for assisted housing over the last five years. This program is still in effect (see Table HO-32, Program 31).

Action 3.a: Continue use of Community Development Block Grant funds for housing rehabilitation.

Progress in Implementation: The total amount of housing funds available equals \$4,042,568. This is an ongoing program in the City (see Table HO-32, Program 33).

Action 3.b: Apply to the California Housing Finance Agency for Home Ownership - Home Improvement Program funds, which provide below market rate financing for housing rehabilitation and home purchase with rehabilitation.

Progress in Implementation: The City allows participation through the Housing Authority but no units have been built using funds from these programs to date. The City will continue to allow for participation, through the Redevelopment Agency and Housing Division (see Table HO-32, Program 35).

Action 3.d: Subject to availability of funds, continue to participate with the San Bernardino County Housing Authority in the Section 8 Moderate Rehabilitation Program for rental housing.

Progress in Implementation: Funding for this program has not been available, but is anticipated to be available in 1991. The City will participate in this program (see Table HO-32, Program 29).

Action 3.e: Promote the alleviation of overcrowded conditions by assigning funding priority to rehabilitation cases in which bedroom additions are planned.

Progress in Implementation: A total of nine bedroom additions have been funded since 1984. The Housing Division will continue this program (see Table HO-32, Program 33).

Action 3.f: Promote housing accessibility for handicapped and disabled persons by assigning funding priority to housing rehabilitation cases in which accessibility improvements are planned.

Progress in Implementation: Architectural barriers have been removed in a total of five units since 1984. The Housing Division will continue this program (see Table HO-32, Program 34).

Action 3.g: Continue utilization of Block Grant funds for neighborhood improvements such as street lighting and similar public works in areas in which housing rehabilitation activities are concentrated.

Progress in Implementation: The following neighborhood improvements have been made since 1984: eight alleyways constructed; two roads have been improved; and 76 street lights have been installed or replaced. The Community Economic Development Department will continue this program (see Table HO-32, Program 38).

Action 3.h: Continue the program of public information and technical assistance to encourage continued maintenance of currently sound housing.

Progress in Implementation: The public information and technical assistance programs are still in effect (see Table HO-32, Program 39).

9.9 IMPLEMENTATION PROGRAM

The Housing Element describes the housing needs of the city's current and projected population, as well as the specific needs indicated by the lack of affordable housing for lower income groups, and special needs of certain segments of the city's population. The goals and policies contained in the Housing Element address the city's identified housing needs. These goals and policies are implemented through housing programs that are funded and administered through a variety of local, regional, state and federal agencies. The following is a description of programs and actions that will implement housing goals and policies for Ontario, and includes both existing and new programs. These programs are grouped in the same categories as the goals and policies: Housing Availability and Production; Housing Affordability; and Housing Condition.

In terms of funding and development of affordable housing in Ontario, the Redevelopment Agency serves as the catalyst. The agency has developed a housing strategy for the use of its set-aside funds. The Agency has a balance of set-aside funds of approximately \$10 million, and expects to accrue an additional \$2 million per year.

The Redevelopment Agency's housing strategy is summarized as follows:

1. The Redevelopment Agency shall develop a leadership presence in the field of housing and neighborhood revitalization which insures that the City/Agency is seen as a facilitator and catalyst to improve both the quality of life in older neighborhoods and insure a balance of housing opportunities (including continued homeownership).
2. The Redevelopment Agency shall increase community education and awareness of the scope and benefits of affordable housing to the economic and social vitality of the City including particularly (i) homeownership opportunities for local residents, (ii) a range of rental opportunities in areas which are suitable for new rental development, and (iii) supports commercial revitalization such as along corridors and near the downtown rather than small infill rental development in predominantly single-family neighborhoods.
3. The Redevelopment Agency shall increase the City's experience and relationships through development and operation of select programs (e.g. a cooperative partnership) with local lenders, developers and other housing constituencies such as realtors. For example, if the City institutes a first time home buyer program, local realtors can be a tremendous help in marketing and initial borrower identification.
4. The Redevelopment Agency shall implement prototype transactions which use new resources (tax increment, public lands, etc.) to effectively address programmatic objectives. This may include acquisition and disposition of publicly owned land for a senior or congregate mixed income development, use of tax increment revenues to finance second mortgages on a pilot basis or expansion of the rental rehab effort in focus areas.
5. The Redevelopment Agency shall consider the development of expanded capacity for a locally based nonprofit agency so as to take advantage of monies which are only available to nonprofit owners (for quality mixed income developments).
6. The Redevelopment Agency shall create staff capacity to initiate new housing development projects and programs.

7. The Redevelopment Agency shall train and dedicate specific staff to better serve rental rehabilitation needs.
8. The Redevelopment Agency shall integrate the implementation of strategic housing initiatives with General Plan land use and specific redevelopment plans and directions.
9. The Redevelopment Agency shall develop a homeownership assistance program to maintain and strengthen the focus neighborhoods. Place emphasis on serving potential *local* first time homebuyers (current residents or employees buying homes in Ontario).
10. The Redevelopment Agency shall provide the financial and technical support necessary to operate a concentrated rehabilitation and neighborhood revitalization effort in a selected number of focus neighborhoods near downtown. This would include expanding assistance to investors and homeowners including households up to 120% of median income.
11. The Redevelopment Agency shall continue to provide residential rehabilitation services in those areas of the Colonia which will remain residential after implementation of the Part 150 process. To the extent possible, the City should increase visibility and resident awareness of other City services which are now provided (such as street cleaning).
12. The Redevelopment Agency shall serve as an active catalyst (leader) in the production of one *mixed income* rental development for the elderly (possibly including congregate care for the elderly) located in the downtown. The development should meet the City's criteria for quality and stable onsite management.
13. The Redevelopment Agency shall participate in the production of rental development for families on a mixed income basis where such development is consistent with General Plan revisions and supports the downtown economic base.
14. Explore techniques to improve at least one selected area where the rental stock is significantly deteriorated and overcrowded.

The Redevelopment Agency plans to disburse its housing set-aside funds as follows: \$55,000 to retain a staff person to administer all housing programs; \$3,283,500 to fund the Home Ownership Assistance Program, Neighborhood Enhancement Program as well as acquisition and rehabilitation by the Agency.

Sources and Commitment of Funds

The following information on sources and commitment of funds is from the City's adopted Comprehensive Housing Affordability Strategy (CHAS).

"The City of Ontario expects to receive a total (Federal, non-Federal and private funds) of approximately \$12.3 million dollars for Fiscal Year 1992-93. Approximately \$6 million of this will be in the form of Federal tax credits which will be made available to first-time homebuyers through the Mortgage Credit Certificate (MCC) program. The City will not directly receive any money from this program, however, they are authorized to issue up to \$6 million dollars in Federal tax credits to eligible homebuyers. These monies will be used to fund the City's current affordable and supportive housing assistance programs. Nearly 59% of the total allotment will come from Federal funding sources. Another 40% will come from non-Federal funds and roughly 19% will come from private sources. Specific funding sources are described below:

Federal Funds (Fiscal Year 1992-93): The City of Ontario currently receives funding from the Community Development Block Grant program (approximately \$1.2 million for Fiscal Year 1992-93), the recently terminated (terminated by HUD) rental rehabilitation program (approximately \$25,000), and the Mortgage Credit Certificates program (MCC) (approximately \$6 million in Federal tax credits for Fiscal Year 1992-93). In all, a total of \$7.2 million in Federal dollars are expected from these programs. The City expects to commit more than 90%, or approximately 6.6 million dollars over the next year.

CDBG: The City's block grant for Fiscal Year 1992-93 is expected to be approximately \$1.2 million dollars. The City expects to commit approximately 40% or \$488,000 to existing owner-occupied and rental rehabilitation programs, and roughly 9%, or \$110,000 to homeless support service

programs. The remaining 51% or \$621,000 will be used for capital improvement programs and administrative costs.

Rental Rehabilitation: City staff has indicated that approximately \$45,000 remains in the recently terminated rental rehabilitation program fund, all of which will be used this Fiscal Year to further current rehabilitation efforts.

Mortgage Credit Certificate Program (MCC): The MCC program will provide assistance to first-time homebuyers by allowing an eligible purchaser to take up to 20 percent of his or her annual mortgage interest payment as a dollar-for-dollar tax credit against Federal income tax. The Mortgage Credit Certificate is used to assist the qualifying homebuyer in obtaining an effective reduction in monthly mortgage payments. By adjusting the homebuyer's allowances on his or her W-4 to reduce the amount of tax withheld by the employer, the purchaser has more monthly income available to cover mortgage payments. An estimated \$6 million in Federal mortgage tax credits is expected to be available for the mortgage credit certificate (MCC) program for Fiscal Year 1992-93. The entire amount is expected to be used by December 1993 in order to fund 50 to 60 Mortgage Credit Certificates.

Section 8 Voucher Program: According to the San Bernardino County Housing Authority, there are approximately 622 Section 8 voucher program participants in the City of Ontario. Estimated dollar amounts for this program are not available at this time.

Local Funds (20% Set-aside Funds): Ontario's most significant resource, according to the Housing Strategy, for new housing development and neighborhood revitalization programs are the tax increment 20% set-aside funds from the City's various redevelopment project areas. The Redevelopment Agency has approximately \$5 million dollars available this year and an additional \$2 million per year is expected over the near term. The Agency expects to commit approximately \$3 million for Fiscal Year 1992-93.

Private Funds: Private funds represent only a small portion, roughly 1%, of the City's total Housing Assistance Program monies. It is estimated that these private sources (local nonprofit organizations) have approximately \$100,000 available

for Fiscal Year 1992-93, to be used primarily for providing transitional housing for the homeless and the working poor.

Housing Availability and Production

15. Through existing subdivision and development codes, encourage the development of Planned Residential Developments and manufactured housing developments.
16. Through permit processing, encourage the development of residential uses in mixed-use projects outside the Airport Environs, where appropriate. The development code should be amended to include strict development standards that would ensure compatibility between the different uses.
17. Through permit processing, encourage development of variation in housing type, ownership status, design and size that will meet documented housing needs in the community.
18. Through subdivision ordinances and the development code, and through the permit process, encourage use of innovative construction techniques, design standards, and energy conservation methods in new housing development.
19. Through development approval processes, assure that new residential development is appropriately located with respect to public and private facilities and services, including schools, child care, retail facilities, parks, and transportation systems.
20. Amend the Development Code to include development standards for congregate housing facilities in the residential zones.
21. Continue the distribution of information regarding the activities of the San Bernardino County Fair Housing Council and Inland Mediation, and continue referring potential housing discrimination cases to the Inland Mediation and Fair Housing Council for action.

22. The Redevelopment Agency and Housing Department will develop a homeless services plan for individuals and families.

Housing Affordability

23. Continue to participate with San Bernardino County Housing Authority in the development of public housing units for low-income households in the City.
24. Implement a Mortgage Credit Certificate Program for first time homebuyers.
25. Create a position for a housing coordinator who would be responsible for implementation of all housing programs.
26. Participate with San Bernardino County Housing Authority in development of units for low-income households.
27. Encourage development of assisted rental housing for the elderly and handicapped. Through the use of density bonuses, tax-exempt bonds, redevelopment housing set-aside and write-downs, combine with other available housing subsidies.
28. Continue cooperating in the issuance of tax-exempt mortgage revenue bonds (SB99) to provide below-market rate long-term financing for low- and moderate-income housing projects. Continue cooperating in the issuance of tax-exempt mortgage revenue bonds (SB99) to provide below-market rate long-term financing for low- and moderate-income housing projects.
29. Continue to participate with the San Bernardino County Housing Authority in the implementation of the Section 8 Housing Assistance Payments Program for existing rental units.
30. Continue a public information program designed to acquaint all economic segments of the community with such advantageous housing finance, rental assistance, and fair housing programs as are available from time to time.

31. Continue to participate in and provide for land purchase and land cost write downs for assisted housing.
32. Develop a homeownership assistance program to assist first-time homebuyers with the purchase. The program should target homes in the neighborhoods surrounding downtown and focus on providing assistance to Ontario residents.

Housing Condition

33. Continue use of Community Development Block Grant funds and Housing set-aside funds for housing rehabilitation.
34. Develop a comprehensive rehabilitation program for blighted areas of the City, utilizing CDBG and set-aside funds.
35. Apply to the California Housing Finance Agency for its Home Ownership-Home Improvement Program, which provides below market rate financing for housing rehabilitation and home purchase with rehabilitation. Community Development Block Grant funds and housing set-aside funds can be used to further write down consumer financing costs.
36. Promote the alleviation of overcrowded conditions by assigning funding priority to rehabilitation cases in which bedroom additions are planned.
37. Promote housing accessibility for handicapped and disabled persons by assigning funding priority to housing rehabilitation cases in which accessibility improvements are planned.
38. To improve the desirability of neighborhoods and to prevent future deterioration, continue utilization of Block Grant funds for neighborhood improvements such as street lighting and similar public works in areas where housing rehabilitation activities are concentrated.
39. Continue the program of public information and technical assistance to encourage continued maintenance of currently sound housing.

40. Encourage local lenders to meet their Community Reinvestment Act goals and requirements by assisting with local housing programs.
41. Encourage local lenders to participate in the Affordable Housing Program by their submittal of an application of grant funds.
42. Develop a program to implement the mitigation measures for residential units contained in the Airport Environs Element and the Noise Compatibility Program.
43. Maintain a housing rehabilitation staff person as the rental rehabilitation specialist with primary responsibility for the rehabilitation program.

State law requires housing elements to include a five-year schedule of actions for the local government to undertake to implement the policies and achieve the goals of the element.

In order to clearly outline the schedule for each action/program, the following Five Year Action Plan (Table HO-32) has been prepared which summarizes the objectives of each action/program, five year projections, funding sources, the responsible agency, and an implementation time frame.

The City has an approved Comprehensive Housing Affordability Strategy (CHAS), which includes quantified goals for housing assistance. The City plans to assist 80 elderly renter households; and 166 family renter households between 1992 and 1994.

**TABLE HO-32
FIVE-YEAR ACTION PLAN**

HOUSING GOALS/POLICIES & PROGRAM/ACTION	PROGRAM OBJECTIVE	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
<p>GOAL 1: Promote and encourage a supply of housing suitable to the needs of and in sufficient number to serve existing and expected Ontario residents.</p> <p>Policy 1.1: In accordance with the City's adopted land use plan, promote in-fill housing development.</p> <p>Policy 1.2: Promote and encourage the development of housing which varies by type, design, form of ownership, and size.</p> <p>Policy 1.3: Promote and encourage the use of innovative construction methods, design standards and energy conservation techniques in new housing development.</p> <p>Policy 1.4: Promote and encourage the construction of congregate care facilities for the elderly.</p> <p>Policy 1.5: Promote and encourage housing development which is compatible in size and scale with abutting development.</p> <p>Policy 1.6: Explore the feasibility of expanding the amount of land presently available for high quality single-family development through either changes to existing General Plan land use designations or annexations.</p> <p>Policy 1.7: Through the Development Code, promote high quality site and architectural standards for all new residential, commercial, and industrial development within the City.</p>				
PROGRAM ACTION				
1. The Redevelopment Agency shall develop a leadership presence in the field of housing and neighborhood revitalization which insures that the City/Agency is seen as a facilitator and catalyst to improve both the quality of life in older neighborhoods and insure a balance of housing opportunities (including continued homeownership).	Provide a variety of housing types for all income groups and household types.	Set-Aside Funds	Redevelopment Agency	By end of 1994
2. The Redevelopment Agency shall increase community education and awareness of the scope and benefits of affordable housing to the economic and social vitality of the City including particularly (i) homeownership opportunities for local residents, (ii) a range of rental opportunities in areas which are suitable for new rental	Expand the supply of affordable housing.	Set-Aside Funds	Redevelopment Agency	By end of 1994

TABLE HO-32
FIVE-YEAR ACTION PLAN
(Continued)

HOUSING GOALS/POLICIES & PROGRAM/ACTION	PROGRAM OBJECTIVE	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
2. (continued) development, and (iii) supports commercial revitalization such as along corridors and near the downtown rather than small infill rental development in predominantly single-family neighborhoods.				
3. The Redevelopment Agency shall increase the City's experience and relationships through development and operation of select programs (e.g. a cooperative partnership) with local lenders, developers and other housing constituencies such as realtors. For example, if the City institutes a first time home buyer program, local realtors can be a tremendous help in marketing and initial borrower identification.	Ensure effective and efficient program implementation.	Set-Aside Funds	Redevelopment Agency	By end of 1994
4. The Redevelopment Agency shall implement prototype transactions which use new resources (tax increment, public lands, etc.) to effectively address programmatic objectives. This may include acquisition and disposition of publicly owned land for a senior or congregate mixed income development, use of tax increment revenues to finance second mortgages on a pilot basis or expansion of the rental rehab effort in focus areas.	Ensure effective and efficient program implementation.	Set-Aside Funds	Redevelopment Agency	By end of 1994

TABLE HO-32
FIVE-YEAR ACTION PLAN
(Continued)

HOUSING GOALS/POLICIES & PROGRAM/ACTION	PROGRAM OBJECTIVE	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
5. The Redevelopment Agency shall consider the development of expanded capacity for a locally based nonprofit agency so as to take advantage of monies which are only available to nonprofit owners (for quality mixed income developments).	Ensure effective and efficient program implementation.	Set-Aside Funds	Redevelopment Agency	By end of 1994
6. The Redevelopment Agency shall create staff capacity to initiate new housing development projects and programs.	Ensure effective and efficient program implementation.	Set-Aside Funds	Redevelopment Agency	By end of 1994
7. The Redevelopment Agency shall train and dedicate specific staff to better serve rental rehabilitation needs.	Maintain the quality of existing housing.	Set-Aside Funds	Redevelopment Agency	By end of 1994
8. The Redevelopment Agency shall integrate the implementation of strategic housing initiatives with General Plan land use and specific redevelopment plans and directions.	Ensure effective and efficient program implementation.	Set-Aside Funds	Redevelopment Agency	By end of 1994
9. The Redevelopment Agency shall develop a homeownership assistance program to maintain and strengthen the focus neighborhoods. Place emphasis on serving potential <u>local</u> first time homebuyers (current residents or employees buying homes in Ontario).	Assist first-time homebuyers in purchasing a single-family home in Ontario.	Set-Aside Funds	Redevelopment Agency	By end of 1994

TABLE HO-32
FIVE-YEAR ACTION PLAN
(Continued)

HOUSING GOALS/POLICIES & PROGRAM/ACTION	PROGRAM OBJECTIVE	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
10. The Redevelopment Agency shall provide the financial and technical support necessary to operate a concentrated rehabilitation and neighborhood revitalization effort in a selected number of focus neighborhoods near downtown. This would include expanding assistance to investors and homeowners including households up to 120% of median income.	Maintain existing housing in Ontario.	Set-Aside Funds	Redevelopment Agency	By end of 1994
12. The Redevelopment Agency shall serve as an active catalyst (leader) in the production of one <u>mixed income</u> rental development for the elderly (possibly including congregate care for the elderly) located in the downtown. The development should meet the City's criteria for quality and stable onsite management.	Expand the supply of affordable housing.	Set-Aside Funds	Redevelopment Agency	By end of 1994
13. The Redevelopment Agency shall participate in the production of rental development for families on a mixed income basis where such development is consistent with General Plan revisions and supports the downtown economic base.	Provide a variety of housing types for all income groups and household types.	Set-Aside Funds	Redevelopment Agency	By end of 1994
15. Through existing subdivision and development codes, encourage the development of Planned Residential Developments and manufactured housing developments.	Provide a variety of housing types for all income groups and household types.	General Fund/ Set-Aside Funds	Planning Dept./Bldg. Dept./Redevelopment Agency	Ongoing

TABLE HO-32
FIVE-YEAR ACTION PLAN
(Continued)

HOUSING GOALS/POLICIES & PROGRAM/ACTION	PROGRAM OBJECTIVE	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
16. Through permit processing, encourage the development of residential uses in mixed-use projects outside the Airport Environs, where appropriate. The development code should be amended to include strict development standards that would ensure compatibility between the different uses.	Provide a variety of housing types for all income groups and household types.	General Fund/ Set-Aside Funds	Planning Dept./Bldg. Dept./Redevelopment Agency	Ongoing
23. Continue to participate with San Bernardino County Housing Authority in the development of public housing units for low-income households in the City.	Housing for low-income households	Set-Aside Funds/ CDBG/Other	Redevelopment Agency	Ongoing
25. Create a position for a housing coordinator who would be responsible for implementation of all housing programs.	Maintain quality of housing and ensure efficient program implementation	Set-Aside Funds	Redevelopment Agency	1992-93
31. Continue to participate in and provide for land purchase and land cost write downs for assisted housing.	Expand the supply of affordable housing.	CDBG/Set-Aside Funds	Redevelopment Agency	Ongoing

TABLE HO-32
FIVE-YEAR ACTION PLAN
(Continued)

HOUSING GOALS/POLICIES & PROGRAM/ACTION	PROGRAM OBJECTIVE	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
<p>GOAL 2: Promote and encourage housing opportunities for all economic segments of the community, regardless of age, sex, ethnic background, physical condition or family size.</p> <p>Policy 2.1: Pursue available housing assistance programs funded by the State and Federal governments.</p> <p>Policy 2.2: Utilize local land use and development controls to encourage non-market rate housing development in accordance with Sect. 65915-65918, Cal. Govt. Code.</p> <p>Policy 2.3: Utilize local public finance tools such as SB99 and AB 1355 to provide below market rate mortgage financing for both sales and rental units.</p> <p>Policy 2.4: Continue a policy of expeditious processing of residential development proposals and permits.</p> <p>Policy 2.5: Support the activities of the San Bernardino County Fair Housing Council and Inland Mediation.</p> <p>Policy 2.6: Promote home ownership for low and moderate income households through "silent second mortgages, interest write downs, and/or equity sharing programs. These programs should focus on first-time buyers who are residents of Ontario.</p> <p>Policy 2.7: Continue to cooperate with the San Bernardino County Housing Authority in placing Section 8 certificates in the community, or in securing funding for such successor programs as may be created during the term of this Housing Element.</p>				
PROGRAM ACTION				
17. Through permit processing, encourage development of variation in housing type, ownership status, design and size that will meet documented housing needs in the community.	Provide a variety of housing types for all income groups and household types.	General Fund/ Set-Aside Funds	Planning Dept./Bldg. Dept./Redevelopment Agency	Ongoing
18. Through subdivision ordinances and the development code, and through the permit process, encourage use of innovative construction techniques, design standards, and energy conservation methods in new housing development.	Provide a variety of housing types for all income groups and household types.	General Fund/ Set-Aside Funds	Planning Dept./Bldg. Dept./Redevelopment Agency	Ongoing

TABLE HO-32
FIVE-YEAR ACTION PLAN
(Continued)

HOUSING GOALS/POLICIES & PROGRAM/ACTION	PROGRAM OBJECTIVE	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
19. Through development approval processes, assure that new residential development is appropriately located with respect to public and private facilities and services, including schools, child care, retail facilities, parks, and transportation systems.	Provide a variety of housing types for all income groups and household types.	General Fund	Planning Dept.	Ongoing
20. Amend the Development Code to include development standards for congregate housing facilities in the residential zones.	Provide a variety of housing types for all income groups and household types.	General Fund	Planning Dept.	Ongoing
21. Continue the distribution of information regarding the activities of the San Bernardino County Fair Housing Council and Inland Mediation, and continue referring potential housing discrimination cases to the Inland Mediation and Fair Housing Council for action.	Fair Housing	Set-Aside Funds	Redevelopment Agency	Ongoing
22. Homeless Services Plan	Assist homeless with shelter and other services.	Set-Aside Funds	Redevelopment Agency	1992-93
24. Implement a Mortgage Credit Certificate Program for first time homebuyers.	Assist first-time homebuyers in purchasing a single-family home in Ontario.	Set-Aside Funds	Redevelopment Agency	Ongoing
26. Participate with San Bernardino County Housing Authority in development of units for low-income households.	Fair Housing.	CDBG	Community Economic Development/Redevelopment Agency	Ongoing

TABLE HO-32
FIVE-YEAR ACTION PLAN
(Continued)

HOUSING GOALS/POLICIES & PROGRAM/ACTION	PROGRAM OBJECTIVE	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
27. Encourage development of assisted rental housing for the elderly and handicapped. Through the use of density bonuses, tax-exempt bonds, redevelopment housing set-aside and write-downs, combine with other available housing subsidies.	Provide housing for elderly and handicapped households.	Set-Aside/CDBG Federal Funds/CHFA	Redevelopment Agency	Ongoing
28. Continue cooperating in the issuance of tax-exempt mortgage revenue bonds (SB99) to provide below-market rate long-term financing for low- and moderate-income housing projects. Continue cooperating in the issuance of tax-exempt mortgage revenue bonds (SB99) to provide below-market rate long-term financing for low- and moderate-income housing projects.	Provide below-market rate long-term financing of low/moderate income housing	Bond Proceeds	Redevelopment Agency	Ongoing
30. Continue a public information program designed to acquaint all economic segments of the community with such advantageous housing finance, rental assistance, and fair housing programs as are available from time to time.	Ensure residents are informed of housing opportunities.	CDBG	Redevelopment Agency	Ongoing
32. Develop a homeownership assistance program to assist first-time homebuyers with the purchase. The program should target homes in the neighborhoods surrounding downtown and focus on providing assistance to Ontario residents.	Provide home ownership opportunities for low and moderate income households	Set-Aside Funds	Redevelopment Agency	1992-93

TABLE HO-32
FIVE-YEAR ACTION PLAN
(Continued)

HOUSING GOALS/POLICIES & PROGRAM/ACTION	PROGRAM OBJECTIVE	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
33. Promote the alleviation of overcrowded conditions by assigning funding priority to rehabilitation cases in which bedroom additions are planned.	Alleviate overcrowded conditions in existing housing units.	CDBG/Set-Aside Funds	Housing	1992-93
34. Promote housing accessibility for handicapped and disabled persons by assigning funding priority to housing rehabilitation cases in which accessibility improvements are planned.	Provide funds to modify housing units for the handicapped.	CDBG	Housing	1991-93
40. Encourage local lenders to meet their Community Reinvestment Act goals and requirements by assisting with local housing programs.	Provide a variety of housing types.	Set-Aside Funds	Redevelopment Agency	1993
41. Encourage local lenders to participate in the Affordable Housing Program by their submittal of an application of grant funds.	Provide a variety of housing types.	Set-Aside Funds	Redevelopment Agency	1993

TABLE HO-32
FIVE-YEAR ACTION PLAN
(Continued)

HOUSING GOALS/POLICIES & PROGRAM/ACTION	PROGRAM OBJECTIVE	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
<p>GOAL 3: Promote and encourage the rehabilitation of deteriorated dwelling units and the conservation of the currently sound housing stock.</p> <p>Policy 3.1: Continue to pursue housing programs offered by the State and Federal governments.</p> <p>Policy 3.2: Utilize local financing authorities to provide below-market rate rehabilitation loans for both owner-occupied and rental housing.</p> <p>Policy 3.3: Promote the utilization of rehabilitation assistance programs targeted to the alleviation of overcrowded conditions.</p> <p>Policy 3.4: Encourage continued maintenance of currently sound housing through city sponsored information and assistance program.</p>				
PROGRAM ACTION				
11. The Redevelopment Agency shall continue to provide residential rehabilitation services in those areas of the Colonia which will remain residential after implementation of the Part 150 process. To the extent possible, the City should increase visibility and resident awareness of other City services which are now provided (such as street cleaning).	Maintain the quality of existing housing.	Set-Aside Funds	Redevelopment Agency	By June 1994
14. Explore techniques to improve at least one selected area where the rental stock is significantly deteriorated and overcrowded.	Maintain the quality of existing housing and bring substandard units up to code.	CDBG/Other funds as available.	Housing	By June 1994
29. Continue to participate with the San Bernardino County Housing Authority in the implementation of the Section 8 Housing Assistance Payments Program for existing rental units.	Maintain existing affordable housing.	Section 8/CDBG	San Bernardino County Housing Authority	Ongoing

TABLE HO-32
FIVE-YEAR ACTION PLAN
(Continued)

HOUSING GOALS/POLICIES & PROGRAM/ACTION	PROGRAM OBJECTIVE	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
33. Continue use of Community Development Block Grant funds and Housing set-aside funds for housing rehabilitation.	Maintain the quality of existing housing and bring substandard units up to code.	CDBG	Community/ Economic Development Dept./Housing	Ongoing
34. Develop a comprehensive rehabilitation program for blighted areas of the City, utilizing CDBG and set-aside funds.	Prevent deterioration of neighborhoods.	Set-Aside Funds/ CDBG	Redevelopment Agency/Housing Rehabilitation Program	Ongoing
35. Apply to the California Housing Finance Agency for its Home Ownership-Home Improvement Program, which provides below market rate financing for housing rehabilitation and home purchase with rehabilitation. Community Development Block Grant funds and housing set-aside funds can be used to further write down consumer financing costs.	Maintain the quality of existing housing and bring substandard units up to code.	CDBG/HCD	Redevelopment Agency/Housing	By end of 1994
38. To improve the desirability of neighborhoods and to prevent future deterioration, continue utilization of Block Grant funds for neighborhood improvements such as street lighting and similar public works in areas where housing rehabilitation activities are concentrated.	Prevent deterioration of neighborhoods.	CDBG	Community Economic Development Dept.	Ongoing
39. Continue the program of public information and technical assistance to encourage continued maintenance of currently sound housing.	Encourage continued maintenance of owner-occupied housing.	CDBG/ General Fund	Housing/Building Departments	Ongoing

TABLE HO-32
FIVE-YEAR ACTION PLAN
 (Continued)

HOUSING GOALS/POLICIES & PROGRAM/ACTION	PROGRAM OBJECTIVE	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
42. Develop a program to implement the mitigation measures for residential units contained in the Airport Environs Element and the Noise Compatibility Program.	Preserve existing housing stock and ensure adequate housing conditions. (Action Areas III and IV)	Draft Noise Compatibility Study/ Part 150 Study	Housing	1992-2005
43. Maintain a housing rehabilitation staff person as the rental rehabilitation specialist with primary responsibility for the rehabilitation program.	Prevent deterioration of the existing housing stock.	General Fund	Housing	1992-93

9.10 INVENTORY OF AFFORDABLE MULTIPLE-FAMILY UNITS AT RISK OF CONVERTING TO MARKET RATE

A. INTRODUCTION

The purpose of this report is to analyze and provide programs for preserving assisted housing in the City of Ontario. The report is intended to comply with California Government Code Section 65583, which requires jurisdictions to evaluate the potential for low-income housing projects to convert to non-low income housing and to propose programs to preserve or replace those units.

State Department of Housing and Community Development (HCD) Requirements

Consistent with State requirements, this report includes the following parts:

1. An inventory of restricted low income housing projects in the City and their potential for conversion;
2. An analysis of the costs of preserving and/or replacing the units "at- risk";
3. An analysis of the organizational and financial resources available for preserving and/or replacing the units "at risk";
4. Quantified objectives for the number of "at-risk" units to be preserved;
5. Programs for preserving the at-risk units.

The State requires that the analysis include projects that are "at-risk" of converting during the next two five-year Housing Element update periods. For Ontario, this period extends from July 1, 1989, to June 30, 1994 and from July 1, 1994 to June 30, 1999.

B. INVENTORY OF UNITS AT RISK

This section identifies the low income units at risk of converting to non-low income units during the next 10 years and evaluates the likelihood of conversion.

By law, this inventory must include all multi-family units which are assisted under a variety of federal, state, and/or local programs, including the U.S. Department of Housing and Urban Development (HUD) programs, State and local bond programs, redevelopment programs, and local in-lieu fee, inclusionary, density bonus, or direct assistance programs. The inventoried units are those eligible to change to non-low income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions. The inventory was compiled through interviews with City Planning Department and Redevelopment Agency staff, the San Bernardino County Housing Authority, and review of "Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion" (California Housing Partnership Corporation), and "The Use of Housing Revenue Bonds Proceeds - 1990," (California Debt Advisory Commission).

All of the assisted multiple-family units in Ontario are either HUD assisted or assisted with mortgage revenue bonds issued by the City of Ontario or the Ontario Redevelopment Agency. According to City Planning Department and Redevelopment Agency staff, no multiple-family affordable housing projects in the City were constructed with other redevelopment programs, local in-lieu fees, or through a density bonus program.

Description of Units at Risk

Within the City of Ontario there are 13 government-assisted low income housing projects. Table HO-33 shows the name, location, type of government assistance, type of affordability controls, and other pertinent information about these projects. Two of these projects, (The Grove and Ontario Townhomes) are HUD assisted. All of the projects are eligible to convert to non-low income housing during the next ten years. These projects consist of a total of approximately 735 affordable units, ranging in size from one to three bedrooms. Although the bond funding for The Grove is not due to be paid until the year 2021, the owner of the Grove apartments has the option to discontinue accepting Section 8 tenants in May of 1996, which would effectively remove these units from the

affordable housing market. The ability to discontinue Section 8 tenants constitutes an "opt-out risk", and the owner must provide a one-year advance notice for any such opt-out.

Ontario Townhomes was funded by a federal Section 236 low interest loan in February, 1973. The Section 236 loan provided a 40 year mortgage with a 20 year prepayment option. Under the prepayment option, the owner is eligible to prepay the loan in February, 1993. Prepayment would remove the rent subsidy for the tenants.

This project also has a project based Section 8 contract for 86 units. This contract provides additional rent subsidies to family tenants. The Section 8 contract expired in October, 1991, but has been renewed under a different HUD program until September, 1996.

C. COST ANALYSIS

The following discussion examines both the cost of preserving the units "at risk" and the cost of producing new rental housing comparable in size and rent levels to replace the units which could convert. The discussion also includes a comparison of these respective costs.

Preservation Costs

The costs of preserving units include purchase costs, any rehabilitation costs, and the costs of maintenance. This analysis assumes that since the projects have been well maintained and are no more than ten years old, little rehabilitation costs would be incurred.

Based upon estimates using the assessed values of these properties, the average per unit market value of the units is between \$70,000 and \$80,000. The estimated market value, using the midpoint of the assessor's value range (i.e. \$75,000 per unit) is shown in Table HO-34.

Prepayment of Section 236 loans is regulated by the provisions of the Low-Income Housing Preservation and Resident Homeownership Act (LIHPRHA, or Title VI of the National Housing Act of 1990). Ontario Townhomes, a Section 236

TABLE HO-33
UNITS AT RISK OF CONVERSION BEFORE JULY 1, 1999*

Proj. Name Address (incl. zip)	Owner: Name, Address	Type(s) of Gov't Assistance	Type/Length of Affordability Controls (including Sec. 8)	Earliest Potential Conversion Date(s)	# of Units Subject to Conversion	Total # of Units in Project	Tenant Type (i.e. Elderly, Family)	Bedroom Mix	Date Built	Condition
Cedar Village 301 E. Cedar Street Ontario 91761	Jenkins Properties 2529 Foothill Bl., # 104 Glendale 91214	Housing Revenue Bonds	Regulatory Agreement	1994	137	137	Elderly	107 1-Bdrm 30 2-Bdrm	1984	Good
The Raintree Apts. 1675 E. "G" St. Ontario 91764	Mayer Management 9090 Wilshire, 3rd Floor Beverly Hills 90211	Housing Revenue Bonds	Regulatory Agreement	1994	33	165	None	5 1-Bdrm 25 2-Bdrm 3 3-Bdrm	1984	Good
Daisy XX 1725-1739 E. "G" St. Ontario 91764	The Konwiser Corp. 4120 Birch # 104 Newport Beach 92660	Housing Revenue Bonds	Regulatory Agreement	1995	31	155	Family	125 2-Bdrm	1982	Excellent
Sunnyside III 408 W. "G" St. Ontario 91762	The Konwiser Corp. 4120 Birch # 104 Newport Beach 92660	Housing Revenue Bonds	Regulatory Agreement	1995	17	84	Elderly	68 1-Bdrm 16 2-bdrm	1985	Excellent
Ontario Village 625 Vesta Ontario 91764	3d Investments Jack Mazmanian (818) 332-2202	Housing Revenue Bonds	Regulatory Agreement	1995	12	58	Elderly	1 Bdrm 2 Bdrm	± 1989	Good

*This table also shows assisted housing units slated for conversion after this date.

TABLE HO-33
UNITS AT RISK OF CONVERSION BEFORE JULY 1, 1999
 (continued)

Proj. Name Address (incl. zip)	Owner: Name, Address	Type(s) of Gov't Assistance	Type/Length of Affordability Controls (including Sec. 8)	Earliest Potential Conversion Date(s)	# of Units Subject to Conversion	Total # of Units in Project	Tenant Type (i.e. Elderly, Family)	Bedroom Mix	Date Built	Condition
Park Centre 850 N. Center Ave. Ontario 91764	Western National Property Management 630 The City Drive So. Orange, CA 92613	Housing Revenue Bonds	Regulatory Agreement	1995	80	404	Family	236 1-Bdrm 156 2-Bdrm	1986	Good
Vineyard Village 1720 E. "D" St. Ontario 91764	Forest City Management	Housing Revenue Bonds	Regulatory Agreement	1996 (renewal is anticipated)	31	152	Family	9 1-Bdrm 21 2-Bdrm	1987	Excellent
Ontario Senior Apts. 1051 E. 4th Street Ontario 91764	Real Estate Management 1407 N. Batavia Orange 92667	Housing Revenue Bonds	Regulatory Agreement	1996	101	101	Elderly	37 1-Bdrm 64 2-Bdrm	1986	Good
Rosewood Villa 910 W. Phillips Ontario 91761	U.E. Cal 6 Ptnrs. L.B. White 5540 Via Bravo Yorba Linda 92686	Housing Revenue Bonds	Regulatory Agreement	February 1997	34	168	Family	8 1-Bdrm 26 2-Bdrm	± 1986	Good
Sunnyside II Senior 302 W. "G" St. Ontario 91762	The Konwiser Corp. 4120 Birch # 104 Newport Beach 92660	Housing Revenue Bonds	Regulatory Agreement	1998	48	60	Elderly	48 1-Bdrm 12 2-Bdrm	1983	Excellent

TABLE HO-33
UNITS AT RISK OF CONVERSION BEFORE JULY 1, 1999
 (continued)

Proj. Name Address (incl. zip)	Owner: Name, Address	Type(s) of Gov't Assistance	Type/Length of Affordability Controls (including Sec. 8)	Earliest Potential Conversion Date(s)	# of Units Subject to Conversion	Total # of Units In Project	Tenant Type (i.e. Elderly, Family)	Bedroom Mix	Date Built	Condition
Daisy XDX 1001-1035 Archibald Ave. Ontario 91764	The Konwiser Corp. 4120 Birch #104 Newport Beach 92660	Housing Revenue Bonds	Regulatory Agreement	1999	25	125	Family	117 2-Bdrm 8 3-Bdrm	1984	Excellent
Ontario Townhomes 1360 East D Street Ontario 91764	Ontario Townhomes 4340 East West Hwy. Bethesda, Md. 20814	HUD Section 238 Section 8	40-year Mortgage w/20 year prepayment option	2/21/93 (+20) 10/1/96(+0)	86	86	Family	48 2-Bdrm 38 3-Bdrm	1973	Good
The Grove 203-225 West H St. Ontario 91762	Grove Associates 415 E. Harvard St. Glendale, CA 91205	HUD Section 221 (D) (4) Section 8	40-year Mortgage	2021 5/13/96 (+10)	100	100	Elderly	100 1-Bdrm	1979	Good

Source: Cotton/Beland/Associates contacts with building owners and managers, March/
 April, 1992.

TABLE HO-34
ESTIMATED MARKET VALUE OF UNITS AT RISK
CITY OF ONTARIO

Project Name	Estimated Market Value
Ontario Village (12 affordable units)	\$900,000
Ontario Townhomes (86 affordable units)	\$6,450,000
Park Centre Apartments (80 affordable units)	\$6,000,000
Vineyard Village (31 affordable units)	\$2,325,000
Daisy XIX (25 affordable units)	\$1,875,000
Sunnyside III (17 affordable units)	\$1,275,000
Rosewood Villa (34 affordable units)	\$2,550,000
Daisy XX (31 affordable units)	\$2,325,000
Sunnyside II Senior (48 affordable units)	\$3,600,000
Cedar Village (137 affordable units)	\$10,275,000
The Grove (100 affordable units)	\$7,500,000
Ontario Senior Apartments (101 affordable units)	\$7,575,000
The Raintree Apartments (33 affordable units)	\$2,475,000

project, is eligible to proceed under LIHPRHA, since it is within two years of its February 21, 1993 prepayment option date.

Under LIHPRHA, HUD will provide mortgage loan insurance on acquisition loans for up to 95 percent of the equity to priority purchasers. The only HUD-sponsored project "at risk" which is subject to LIHPRHA is Ontario Townhomes. The 40-year mortgage has a 20-year prepayment option, which can be exercised February 21, 1993.

Under LIHPRHA provisions, owners of prepayment eligible projects can choose to retain project ownership in exchange for additional federal incentives, or sell their properties under a voluntary sale program. Where owners choose to sell, tenants, non-profit organizations and governmental agencies are provided with an exclusive 12-month negotiating period. Prepayment and conversion of the housing to non-low-income use can only occur if there is no willing buyer to purchase a project. A Notice of Intent may be filed up to two years prior to the scheduled prepayment date to indicate the owner's preliminary decision regarding sale of property versus stay-in as low-income with incentives. Within nine months following the Notice of Intent, the owners must prepare a "Plan of Action" for submittal to HUD. A plan of Action must include: any proposed changes in mortgage or in the regulatory agreements; a description of federal, state, and local incentives that are being requested as part of the effort to own and develop the property; and any proposed plans to transfer the title of the property and/or sell it. Figure HO-3 illustrates the process for prepayment eligible projects under LIHPRHA.

More specifically, LIHPRHA provides the owners of eligible projects an opportunity to receive additional federal incentives for projects, enabling them to raise rents and refinance a portion of their equity, while extending low-income use restrictions for the remaining useful life of the project. The useful life of a project refers to the expected physical life of a building with normal maintenance and repairs, as well as replacement of utilities such as plumbing. HUD will establish standards and procedures for determining when the useful life of a building expires. The difference between the tenants' portion of the rent (30 percent of income) and market rent is covered by a Section 8 contract for both very low and low-income tenants.

The condition, age and maintenance record of housing play a major role in rehabilitation and maintenance costs. The subject units are all no more than 10 years old and are well-maintained. The accepted standard for major rehabilitation is 30 years or more. Based upon this standard, and based upon the good condition of the projects, it is unlikely that any major rehabilitation would be required in the next five years. Thus, near-term rehab costs for the projects are considered negligible.

Maintenance costs are likely to be low for both projects, given their young age. Therefore, maintenance costs can be covered by building income.

It is assumed that the HUD Section 8 subsidies combined with rental income will defray the monthly mortgage payments and maintenance costs.

Replacement Costs

The cost of developing new housing depends upon a variety of factors such as density, size of the units (i.e. number of bedrooms), location and related land costs, and type of construction. In general, land costs in Southern California are quite high. The costs provided in Table HO-35 reflect a variety of projects, ranging in size from two to five bedrooms and in density from 12 to 25 dwelling units per acre. While the estimates are not specifically tailored to the cost of replacing the units at risk in Ontario, they provide an "order of magnitude" reference for estimating these costs.

TABLE 35
UNITS AT RISK REPLACEMENT COSTS

Cost Category	Per Unit Cost Range	Average
Land Costs	\$20 - 30,000/du	\$25,000
Construction Costs	\$50 - 70,000/du	\$60,000
Other (Financing, Architectural, etc.)	\$ 7,000 - \$10,000	\$8,500
TOTAL	\$77,000 - \$110,000	\$93,500

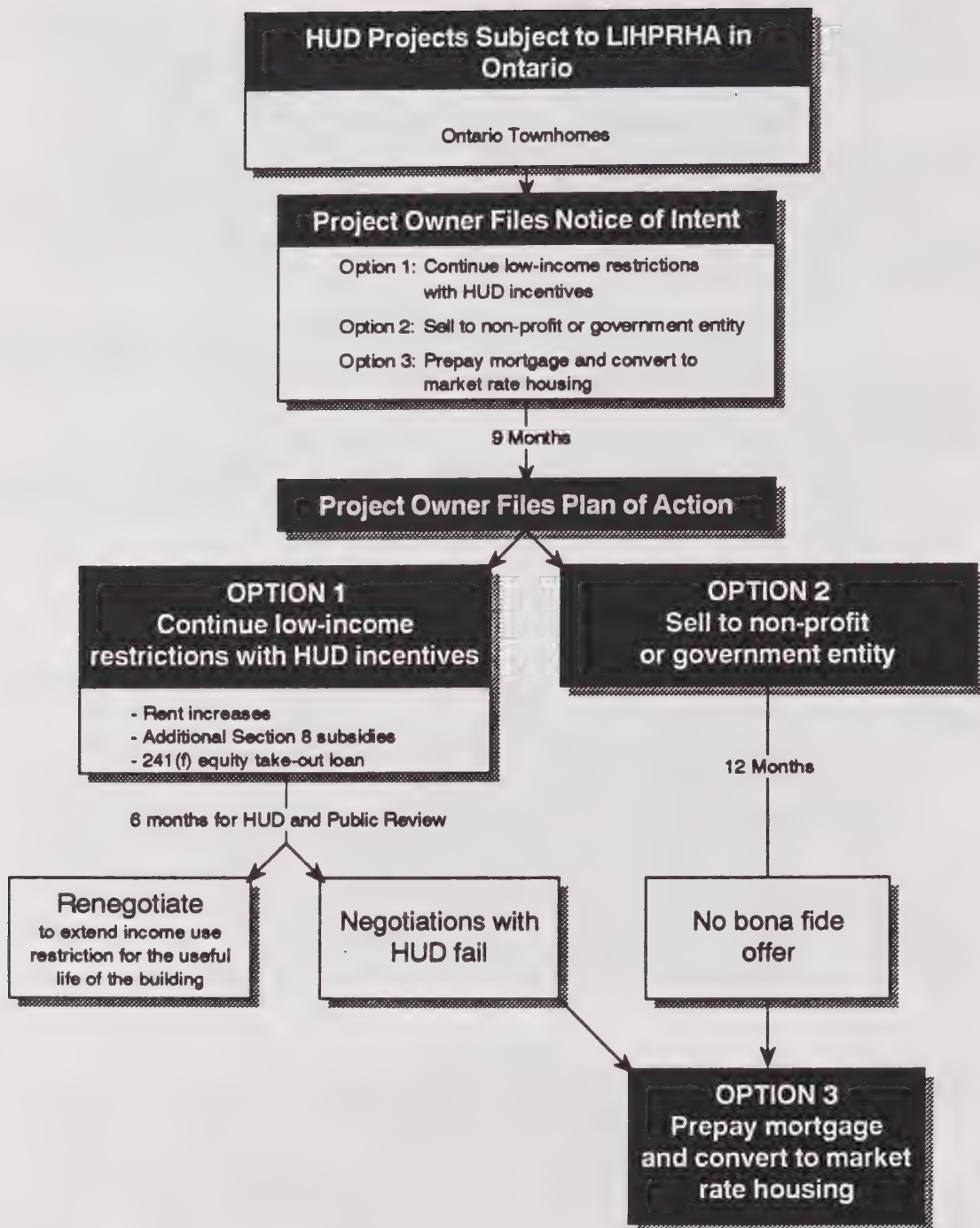


Figure HO-3
Process of Prepayment Eligible
Projects Under LIHPRHA

As an example of what replacement costs would be, Ontario Townhomes, as shown in Table HO-34, consists of 86 units (48 two-bedroom, and 38 three-bedroom). Using the average cost estimates provided above, it would cost \$8,041,000 to replace the units at Ontario Townhomes. A ten percent downpayment on this amount would be \$804,100.

Preservation vs. Replacement Costs

It is important to note that the preceding analyses assume that HUD Section 8 funds will be made available to provide rental subsidies to the priority purchasers of these at risk projects. If these funds are not appropriated, the estimated preservation costs would increase substantially.

Comparing preservation with replacement costs, it is clear that preservation costs would be far lower than replacement costs.

D. RESOURCES FOR PRESERVATION

The types of resources available for preserving units at risk fall into two categories: a) entities with the interest and ability to purchase and/or manage units at risk, and b) financial resources available to purchase existing units or develop replacement units. This section examines these two types of resources in the City of Ontario.

Public Agencies and Nonprofit Corporations

According to information distributed by the State Department of Housing and Community Development, there are two nonprofit agencies in San Bernardino County that have expressed an interest in purchasing and/or managing at-risk, low income housing projects in Ontario. These agencies are: the Southern California Presbyterian Homes; and HomeAid. Information about these organizations is provided below.

Southern California Presbyterian Homes (SCPH): SCPH was founded in 1955 as a nonprofit corporation by the former Presbytery of Los Angeles. The primary purpose of this organization is to establish, maintain and operate homes for the care of the aged. SCPH has developed 12 retirement communities for senior citizens, and operates six low-income independent living facilities for senior citizens and the

handicapped. The facility closest to Ontario is Sycamore Terrace, located in Upland. Built with Department of Housing and Community Development (HUD) funds, this facility has 100 one-bedroom units, including nine units for handicapped residents.

HomeAid: HomeAid was founded in 1989, and is a nonprofit corporation involving 2,600 companies owned by builders, architects and industry-related tradespeople in Southern California. The program provides emergency shelters or transitional housing for the homeless, and low-cost permanent housing for low-income people. In San Bernardino County, HomeAid prepared a revitalization plan for a low-income apartment neighborhood in the City of San Bernardino, as well as other affordable housing projects and homeless shelters.

San Bernardino County Housing Authority: The San Bernardino County Housing Authority serves as the local Housing Authority and currently operates over 5,000 Section 8 housing units and has developed, or is in the process of developing, housing projects totaling approximately 139 units. The Housing Authority has expressed an interest in purchasing and managing units which would otherwise lose their subsidized status. At this time, however, the Housing Authority has no funds to purchase such units from a private developer.

Public Financing/Subsidies

Due both to the high cost of purchasing and developing housing and the limitations on use of funds, financing for preserving, replacing, and/or maintaining units at risk will likely have to include multiple sources. The following funding sources have been identified for use in purchasing the units at risk in Ontario. It should be noted that new funding sources will become available over time and that the following discussion does not represent an exhaustive inventory of funding sources.

HUD Funds: Subject to appropriations, HUD will provide most--and in some cases all of the financial incentives necessary for acquisition of federally subsidized, at-risk projects by non-profit organizations, tenants, and local governments. These incentives include the following:

- Project-based Section 8 contracts (for example, Ontario Townhomes), with HUD-subsidized rents set at levels high enough to provide an eight percent return to owners who retain the project or to cover debt service on an acquisition loan for new purchasers;
- Grants to non-profit buyers that would fill any gap between fair market rent or local market rent (whichever is higher) and allowable rents; and,
- Mortgage insurance both for equity take-out loans and acquisition loans. Insured equity take-out loan are limited to 70 percent of equity, while acquisition loans are available at 95 percent of equity.

The Grove project has the ability to "opt out" of accepting Section 8 certificates in May, 1996, which would effectively remove this project from the affordable housing stock.

Redevelopment Set-Aside: State law requires redevelopment agencies to set aside at least 20 percent of tax increment revenues for increasing and improving the community's supply of low and moderate income housing, unless certain findings are made to exempt a project from the requirement. The Ontario Redevelopment Agency will have a balance of unencumbered set-aside funds of \$7.8 million at the end of fiscal year 1992-1993.

CDBG: Through the Community Development Block Grant (CDBG) program, HUD provides grants and loans to local governments for funding a wide range of community development activities. The City's block grant for Fiscal Year 1992-93 is expected to be approximately \$1.2 million dollars. The City expects to commit approximately 40%, or \$488,000, to existing owner-occupied and rental rehabilitation programs, and roughly 9%, or \$110,000, to homeless support service programs. The remaining 51%, or \$621,000, will be used for capital improvement programs and administrative costs.

E. QUANTIFIED OBJECTIVES

There are a total of approximately 735 units in the City of Ontario that will be eligible for prepayment, or which have regulatory agreements due to expire during the 1989-1999 period.

Accordingly, it is the objective of the City that all assisted housing units that are eligible for conversion to non-low-income housing should be preserved during the next two five-year Housing Element update periods.

F. PROGRAMS FOR PRESERVATION

Projects that are federally funded are subject to LIHPRHA. The following policy and programs have been formulated to address units subject to LIHPRHA, as well as those housing revenue bond projects whose regulatory agreements are due to expire before June 30, 1999.

Policy

Policy 1: Attempt to preserve restricted low income housing in the City that is "at risk" of converting to non low income housing by:

- a. identifying financial and organizational resources available to preserve these units; and,
- b. assisting interested agencies and or tenants groups in forming partnerships and gaining access to financial and technical assistance resources.

Programs

1. **Monitor Units "at Risk":** Keep in regular contact with the owners of the projects with units due to convert to market rate to determine the status of projects with respect to prepayment options and expiration of regulatory agreements. Indicate to the owners the City's continued interest in working with owners and non-profit organizations to preserve at-risk affordable units as affordable to low income households.

Government Code sections 65863.10 and 65863.11 require owners of these affordable housing units to keep the City and tenants informed of the status of the units at least one year in advance of the conversion date.

Timeframe: The Redevelopment Agency will determine the monitoring timeframe and process.

Responsible Ontario Redevelopment Agency Housing
Department: Project Manager.

2. **Tenant Education:** Work with tenants of the at-risk projects to inform them of their rights and ownership possibilities under LIHPRHA. This should include informational meetings and written information.

Timeframe: The Redevelopment Agency will determine the timeframe and process.

Responsible Ontario Redevelopment Agency, Community
Department: Development, or Agent

3. **Reserve Fund:** The Planning Department and the Ontario Redevelopment Agency will work to determine the extent of a reserve fund and the feasibility of establishing a reserve fund for units at risk. The purpose of this fund will be to purchase units at risk, or develop replacement units. State grants, HUD, LIHPRHA, and Redevelopment Set-Aside funds will be looked at as potential funding sources.

Timeframe: Assess the feasibility of establishing a reserve fund.

Responsible Ontario Redevelopment Agency, Planning
Department: Department.

4. **Work with Potential Priority Purchasers:** Maintain regular contact with public and non-profit agencies interested in purchasing and/or managing units at risk to inform them status of "at-risk" projects. Where feasible, provide technical assistance to these organizations with respect to financing.

Timeframe: The Redevelopment Agency will determine the timeframe and process.

Responsible Ontario Redevelopment Agency.
Department:

**CITY OF ONTARIO
HOUSING ELEMENT AMENDMENT
TO ADDRESS SB 1019**

Housing element legislation passed in 1991 (SB 1019) now requires quantified housing element goals to be established by income category. The quantified goals now have to establish the maximum number of housing units by income category that can be constructed, rehabilitated, and conserved during the five-year housing element period. (Government Code Section 65583 (b)(2)).

In response to this requirement, the 5 Year Housing Goals established in the Ontario Housing Element have been disaggregated by income category.

The following are the revised 1989-1994 Ontario Housing Element Goals:

**TABLE HO-36
1989-1994 ONTARIO HOUSING ELEMENT GOALS**

HOUSING GOAL	INCOME CATEGORY				
	Total	Very Low	Low	Moderate	Upper
Housing Construction (Regional Housing Need)	6,385	1,009	1,333	1,303	2,741
Housing Rehabilitation ¹	750	119	156	153	322
Housing Conservation ² (Rent Subsidies, Assisted Housing at Risk of Converting to Market Rate)	300	150	150		

¹ Assumes the same income distribution as the Regional Housing Need.

² Assumes half of the occupants of these units are very low income, and half are low income.

ONTARIO

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10.0 GLOSSARY

ADT - Average Daily Traffic. The total volume of traffic on a given road during a specific period of time.

A-Weighted Decibel (dBA) - A numerical method of rating human judgment of loudness. The sound pressure level in decibels, as measured on a sound meter, uses an A-weighting filter to de-emphasize the very low and very high frequency components of sound in a manner similar to the response of the human ear.

Affordable Housing - Housing is considered affordable to all households if it costs no more than 30 percent of gross monthly income for rents and up to 3.0 times annual income for purchasing a home. These are the standards used by the Federal and State governments and the majority of lending institutions.

Air Basin - One of 14 self-contained regions minimally influenced by air quality in contiguous regions.

Air Pollutant Emissions - Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant from a given source.

Air Quality Standard - A health-based standard for air pollution established by the Federal government and the State.

Alluvium - Soil, sand, gravel or similar detrital material deposited by running water.

Ambient Noise Level - The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Aquifer - A geologic formation that stores, transmits, and yields significant quantities of water to wells and springs.

Arterial - A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties.

Bikeway - Designated facilities classified, and specifically designed, constructed, and primarily intended for the use of bicycle travel.

Bikeway, Class I - (Trail or Path) A facility provided upon a completely separated right-of-way designated for exclusive use of bicycles.

Bikeway, Class II - (Lane) Restricted right-of-way designation for exclusive or semi-exclusive use of bicycles with prohibitions of pedestrian and motor vehicle

through travel but vehicular parking and crossflows by pedestrians and motorists permitted.

Bikeway, Class III - (Route) A facility which is shared by motorists, pedestrians and bicyclists which provides for a right-of-way designation by signs or surface markings.

Blowsand - An environmental condition in which quantities of sand are blown in the wind. This condition may occur in areas of loose sand or sandy loam soils and strong prevailing winds.

CNEL - Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night before 7 a.m. and after 10 p.m.

Collector - A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Conservation - The management of natural resources to prevent waste, destruction or neglect.

Coverage - The proportion of the area of the footprint of a building to the area of the lot on which it stands.

Day-Night Average Level (Ldn) - The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m.

Decibel, dB - A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

Density - The number of families, individuals, dwelling units or housing structures per unit of land.

Dwelling - A structure or portion of a structure used exclusively for human habitation.

Encourage - The City will not actively promote, but will welcome and stimulate others to pursue a particular goal or end.

Fair Share Allocation - A distribution of lower income housing need among the cities in the region which is prepared by the Southern California Association of Governments (SCAG) for cities in San Bernardino County. The idea behind the allocation is that each jurisdiction should bear proportional responsibility for

housing the low and moderate income population of the region. The allocation is expressed in terms of the number of additional lower income households which each jurisdiction should absorb over a five year period.

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

- **Active Fault** - A fault that has moved recently and which is likely to move again. For planning purposes, "active fault" is usually defined as one that shows movement within the last 11,000 years and can be expected to move within the next 100 years.
- **Potentially Active Fault** - (1) A fault that last moved within the Quaternary Period before the Holocene Epoch (the last 2,000,000 to 11,000 years); (2) A fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.
- **Inactive Fault** - A fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

Fire Flow - The quantity of water necessary to attack and extinguish structure fires. Fire flow is further established at a minimum pressure of 20 pounds per square inch for a duration consistent with established Insurance Services Office Guidelines and based upon the size and type of construction, occupancy hazards, and distance to exposures. The formula is found in the 1974 edition of the Insurance Services Office Guide for the Determination of Required Fire Flow.

Flood Plain - A lowland or relatively flat area adjoining inland or coastal waters that is subject to a one percent or greater chance of flooding in any given year (i.e., 100-year flood).

Floor Area Ratio - The gross floor area of all buildings on a lot divided by the lot area.

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable. Example: "Maintain and enhance the open space resources of Ontario."

Ground Failure - Mudslide, landslide, liquefaction or the compaction of soils due to seismic-induced groundshaking.

Ground Water - The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir for potable water.

Handicapped - The count of persons with disabilities or handicaps in the U.S. Census is based on self-definition with no medical documentation required. As a result, the definition of handicaps may include asthma, arthritis, mental illness, diabetes, etc., as well as musculoskeletal diseases, paralysis, etc., which require modification to housing.

Hazardous Material - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquified natural gas, explosives, volatile chemicals and nuclear fuels.

Historic Area - A district or zone designated by local, state or federal authorities within which buildings, structures and places are of basic and vital importance due to their association with history, or their unique architectural style and scale, or their relationship to a square or park, and therefore should be preserved and/or developed in accord with a fixed plan.

Household - The Census considers all persons living in a dwelling unit to be a household whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

Household Income - The total of income of all the people living in a household. Households are usually described as very low income, low income, moderate income, middle income, and upper income according to their household size and relation to the regional median income for that household size.

- Very Low Income = 0-50% of the regional median income.
- Low Income = 51-80% of the regional median income.
- Moderate Income = 80-120% of the regional median income.
- Upper Income = over 120% of the regional median income.

Implementation Policy - An action, procedure, program or technique that carries out a general plan goal. Example: "Provide a neighborhood park within convenient walking distance for all residents."

Infrastructure - The physical systems and services which support development and people, such as streets and highways, transit services, airports, water and sewer systems, and the like.

Intensity - The level of land use (low to high) for buildings--lot coverage, floor area ratio, building bulk.

Land Use - A description of how land is occupied or used.

Liquefaction - A process by which water-saturated granular soils transform from a solid to a liquid state due to groundshaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

Local Street - A street providing direct access to properties and designed to discourage through-traffic.

Median Income - The income category for each household size which is defined annually by the Federal Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half below.

Mitigation - The lessening or elimination of the impacts of an action through changes in the proposed action or the undertaking of additional measures.

Noise - Any unwanted or undesirable sound.

Noise Exposure Contours - Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are two measures used to describe noise exposure.

Open Space - Any parcel or area of land or water essentially unimproved and set aside, designated, dedicated or reserved for public or private use or enjoyment.

Response Time - The amount of elapsed time between the notification of a fire or police unit for a call for service and that unit's arrival at the incident.

Special Housing Needs - Those characteristics of the population (other than income) which cause households to have difficulty obtaining housing. The elderly, the handicapped, large families, the homeless, migrant farmworkers, and female-headed households are all considered to have special housing needs under state law.

Subsidence - The gradual, local settling or sinking of the earth's surface with little or no horizontal motion. (Subsidence is usually the result of gas, oil, or water extraction, hydrocompaction, or peat oxidation, and not the result of a landslide or slope failure.)

Substandard Housing - Housing which does not comply with the applicable building or housing codes is considered substandard. Generally two types of substandard housing are identified - that which can be repaired or rehabilitated and that which is so deteriorated that it should be replaced.

Surface Rupture - A break in the ground's surface and associated deformation resulting from the movement of a fault.

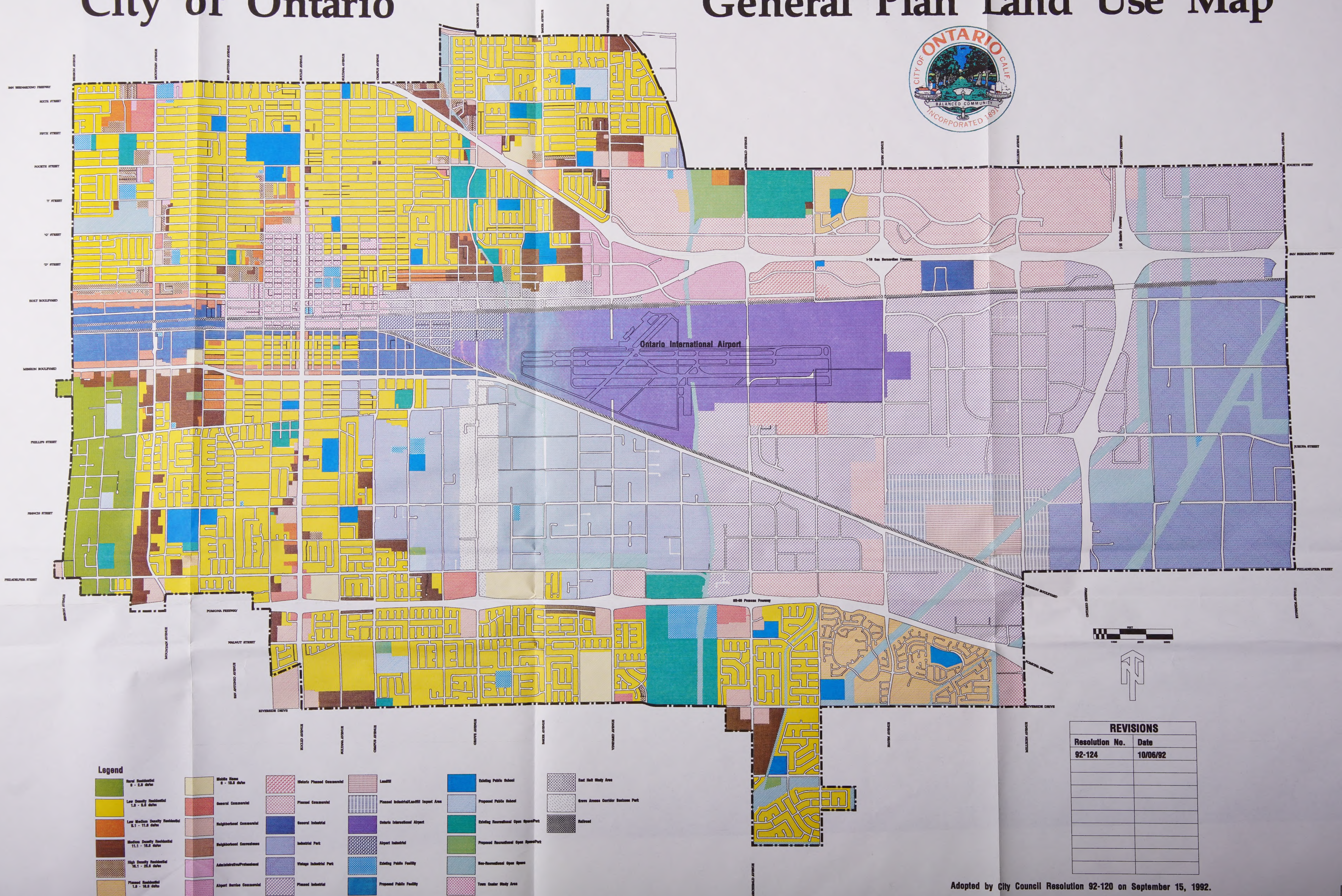
Tenure - Whether a housing unit is owner-occupied or renter-occupied.

Transportation System Management (TSM) - A cooperative process involving all transportation agencies in an urban area attempting to increase the efficiency of a transportation system through low-cost and relatively short-term actions. TSM typically includes traffic controls, improved public transportation, regulatory and pricing measures, and improvements to the management of the existing transportation system.

Vacancy Rate - The percentage of unoccupied housing units in a jurisdiction. Vacancy rates usually differ according to tenure and housing type.

Windshield Survey - A survey of an area performed by two or more people driving through an area. Not a foot, door-to-door, or mail survey.

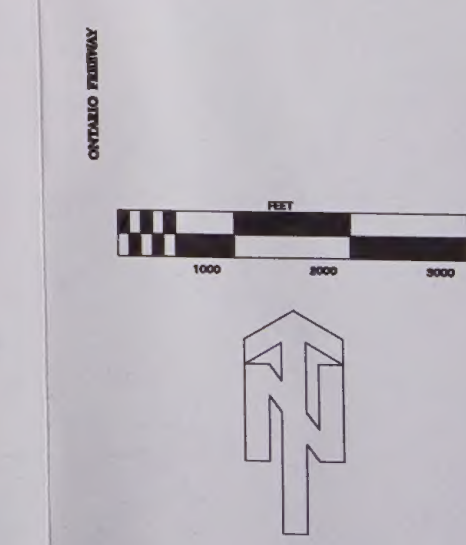
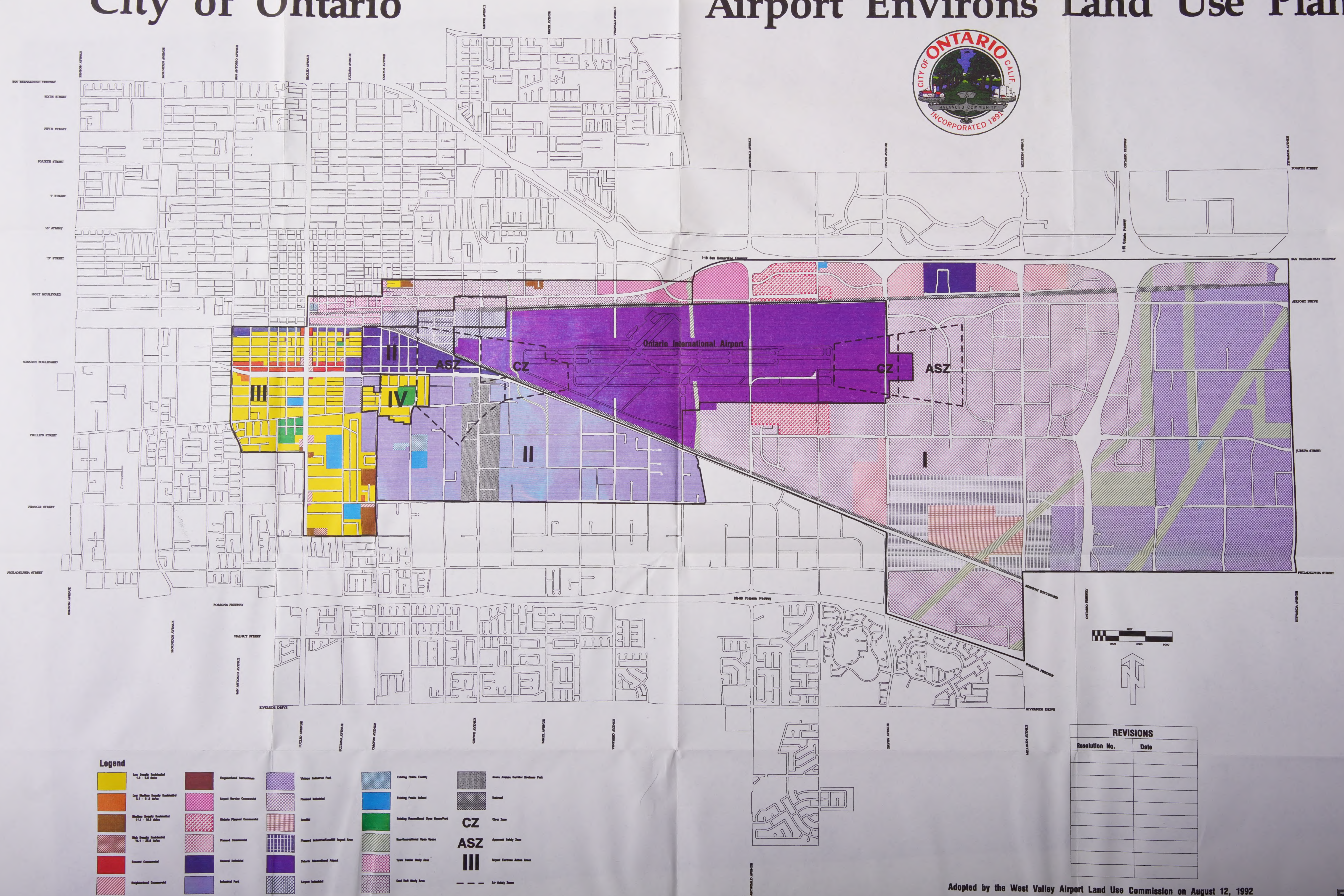
General Plan Land Use Map

[illegible]

Adopted by City Council Resolution 92-120 on September 15, 1992.

City of Ontario

Airport Environs Land Use Plan



REVISIONS	
Resolution No.	Date

Adopted by the West Valley Airport Land Use Commission on August 12, 1992



